

# The Autocar

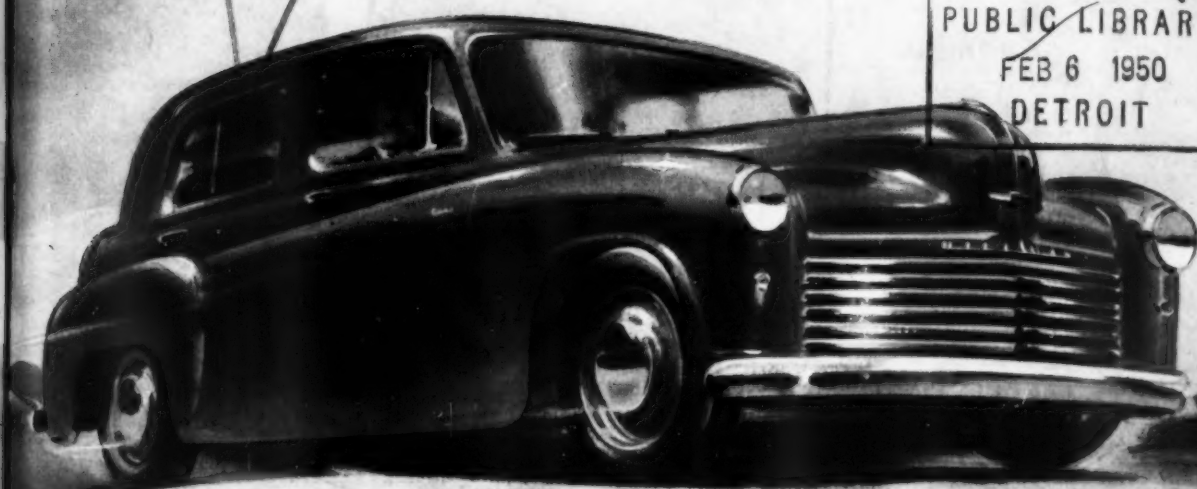
TECHNOLOGY DEPARTMENT

9<sup>D</sup>

FOUNDED 1895

LARGEST CIRCULATION

## MORE POWER TO THE MINX!



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FEB 6 1950  
DETROIT

WITH ITS NEW FULLY PROVED PLUS-POWER ENGINE  
the MINX MAGNIFICENT... a full size family car  
famous for its economy, gives you...

**MORE *Speed* AT THE GETAWAY**

.... from a standing start to 50 m.p.h. in 21.3 seconds

**MORE *Power* ON THE HILLS**

.... climbs steep gradients with a full load top gear

**YET RUNNING COSTS ARE AS LOW AS EVER!**

THE HILLMAN

# MINX MAGNIFICENT

PRICE £395 Plus purchase tax

A PRODUCT OF THE ROUTES GROUP

WHEN  
DESIGN  
IS  
**FLUID**  
PROGRESSIVE  
MANUFACTURERS  
LOOK  
AHEAD  
TO

**GIRLING**

THE BEST BRAKES IN THE WORLD

**HYDRAULIC**

THE BEST  
BRAKES  
IN THE  
WORLD  
AS

**BRAKES**

ADVANCED IN  
PERFORMANCE  
AS THE CARS  
AND COMMERCIAL  
VEHICLES TO WHICH  
THEY ARE  
FITTED

*The Originators of the*  
**HYDRAULIC MECHANICAL  
SYSTEM**

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GIRLING LTD KINGS ROAD  
TYSELEY BIRMINGHAM II

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# HOLD-UP 1750-1950

## THEN *Hands Up!* Now **BREAKDOWN**

The "Hold-up" of 1750 was frequently conducted in an atmosphere of courtesy—an element entirely absent in the modern breakdown, frequently one's own fault and totally unnecessary. There's no need to run the risk of your car letting you down on some lonely stretch of road. Before you set out on a long or difficult run, have it serviced at the nearest TECALEMIT Official Station. Then you'll know that not a single detail affecting its efficiency and appearance has been overlooked. With everything in smooth running order, you can drive confidently, and avoid the expense of breakdowns, delays and repair bills. Pay a visit regularly to your nearest Tecalemit Station displaying the well-known Target & Arrow Sign . . . there is at least one near your own home.

### THE MAIN POINTS OF TECALEMIT SERVICE

- 1 CHASSIS:** New Lubricant injected into the heart of EVERY Bearing, forcing out old dirty grease.
- 2 SPRINGS:** Every leaf sprayed with Graphite Penetrating Oil. Body squeaks eliminated.
- 3 ENGINE, GEAR BOX & BACK AXLE:** Drained, flushed and refilled with correct grade of oil, and oil filter Element cleaned or renewed.
- 4 BODYWORK:** Washed and polished. Metal work, screen and windows polished.
- 5 BRAKES & STEERINGS:** Carefully inspected, adjusted and tested.
- 6 TYRES:** Inspected for cuts and wear; inflated to right pressure. Storage battery tested and "topped up."
- 7 RECORD:** Every job recorded in a special book provided—proof of work well and thoroughly done.
- 8 REMINDER:** You are informed by mail when your car is again due for Tecalemit Service.



LUBRICATION AND SERVICING EQUIPMENT

*For every Industry*

METERING AND FILTRATION

# TECALEMIT

*The Authority on Specialised Maintenance*

BRENTFORD - ENGLAND

272. A.

**Why pay More?**  
Save on **our OIL**

**5 GALS 25/-**  
DRUMS FREE

Carriage 4/-  
**WITH AGHESON'S COLLOIDAL GRAPHITE 32/6**

**For OVER 25 YEARS**  
**THOUSANDS OF SATISFIED MOTORISTS HAVE USED ONLY-**

**JAGROSE SUPER DE-LUXE MOTOR OIL**  
FOR ALL CARS AND MOTORCYCLES

**YOKES**  
**DISTRIBUTION RECTIFIER**  
10%-30% more mileage per gallon. From 11/-  
Quotations by return. State car h.p. and year.

**JERRICANS**  
4 1/2 - gallon containers. Repainted and in first class condition. Guaranteed Perfect. Each 9/6  
Post 1/6

**Bluemels**  
**BLU 946**  
**CAR NUMBER PLATES** with raised white letters and figures. Postage 9d. Per plate 20/-  
Delivery same day.

**JAGROSE RADIATOR HEATER**  
250 hours at one filling. Paraffin fuel. Each 16/-  
Post 1/-

**JAGROSE HUB CLOUTERS**



All rubber head 5/- each.  
Rawhide and copper head, Small 8/- each. Large 10/- each.

**TRICKLE BATTERY CHARGERS**  
For 230-250 A.C. Mains. To charge at 1 amp., ea. Superior model to charge at 2 amps., each ... 117/6  
All models, both 6 and 12 volts. Superior model to charge at 4 amps., each ... 138/6  
Packing and carriage 1/6 each.

**JAGROSE SUMP HEATER**  
250 hours at one filling. Paraffin fuel. Post 1/- each.



**NON-FLAM CELLULOSE SHEET**  
20/1000 thick. 58"x24" sheet 13/9  
Post 1/-



**JAGROSE PUMPS**  
Foot operated "Quickfit" connection. Standard 6in. x 2 1/2in. barrel 19/11  
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Super 6 1/2in. x 2 1/2in., 31/6  
Packing and carriage 1/3.



**JAGROSE ETHYLENE GLYCOL RADIATOR ANTI-FREEZE**  
5/6 Pint Post and packing 1/-  
Amount required—1 Pint Glycol to 4 Pints Water. Please send container.



**NON-SKID CHAINS**  
Complete car sets in bag containing 6 chains per set. All metal.  
No. 1. 3.50 to 4.00 42/- set.  
No. 2. 4.50 to 5.50 44/- set.  
No. 3. 5.75 to 6.50 54/- set.  
All post 1/6.

**SPONGE RUBBER CUSHION INTERIOR**  
for car seats. Can be used covered or uncovered as desired. Size 13 1/2" x 2 1/2". Post 1/- 11/6



**PETROL CAP TANK LOCKS**  
Desmo Universal. Each 5/-  
Desmo Austin only. Each 5/-  
Wilmot Breeden, Austin only. Each 12/6  
Wilmot Breeden, Ford, 15/6  
Jowett. Each 13/6  
Tudor, as illustrated. Various sizes, give interior dia. of tube. All post 6d. 13/6



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Suction fitting defrosters for 6 or 12 v. batteries.  
"Nobby" 1 bar, similar to illus. ... 13/6  
Lucas " " " " ... 17/6  
Airflow " " " " ... 21/-  
Trico 2-bar, size 16in. x 8in. ... 35/-  
All post 1/-



**JAGROSE TYRE PRESSURE GAUGE**  
Clips into pocket like a pencil. Post 6d. Each 4/6

**FULL CAPACITY BATTERIES FULLY GUARANTEED**  
For regular use of Starter & Lights  
Type A. 6 v. 68 amps. 6 7/32" x 6 1/2" x 9 1/2" 59/6  
Type G. 12 v. 68 amps. 11 1/2" x 6 1/2" x 11 1/2" 119/6  
Type G. 6 v. 57 amps. 7 1/2" x 6 1/2" x 7 1/2" 65/-  
Type L. 6 v. 69 amps. 8 1/2" x 7 1/2" x 7 1/2" 75/-  
Carriage and packing 7/6 extra.



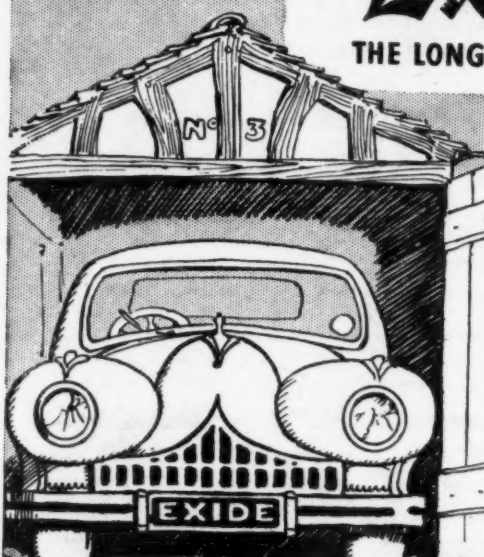
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# Exide

*Needs no handle to its name*

## THE LONG LIFE CAR BATTERY





A PRODUCT OF CHLORIDE BATTERIES LIMITED

# Just a minute —

For the first time in motoring history, here is an Oil Cleaner with an 'instant-fit' replaceable cleaning element which can be changed in under a minute. The used element is simply unscrewed, by hand, and the new element screwed on. No tools are required; there are no pipes to disconnect, no container to clean, no leaking oil. As one famous car manufacturer said "There could be nothing simpler".

This exclusive WIPAC feature means that you can change the element at the proper intervals, ensuring clean oil, all the time.

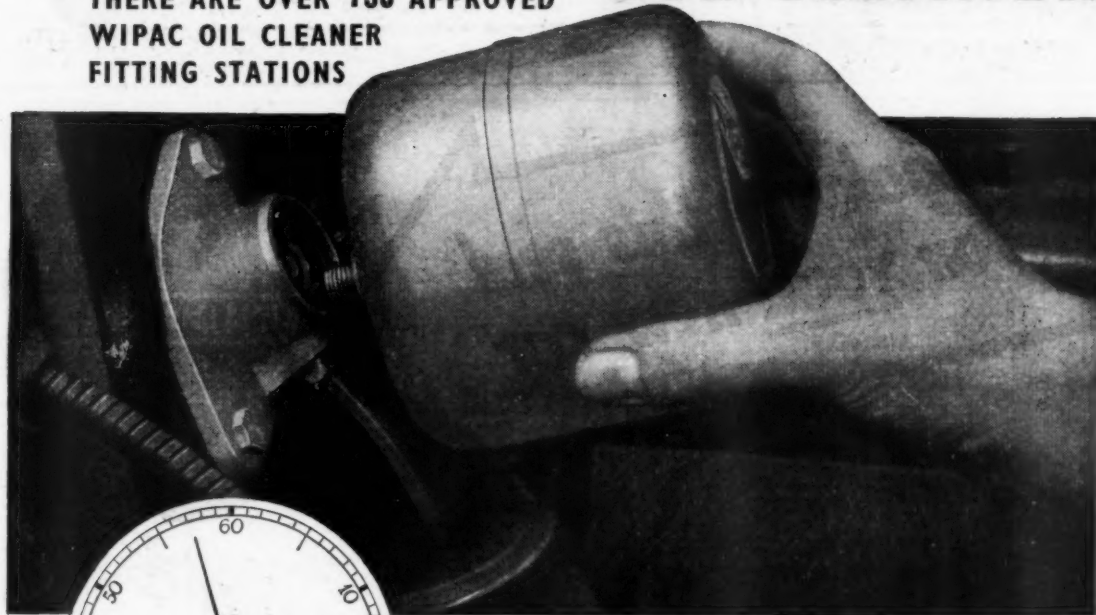
The WIPAC OIL CLEANER can be fitted by your garage in little over an hour, the installation cost being considerably less than for most other cleaners.

Write for the name of your nearest approved WIPAC OIL CLEANER Fitting Station.

**THERE ARE OVER 750 APPROVED WIPAC OIL CLEANER FITTING STATIONS**

**TIME ENOUGH  
TO CHANGE THE  
CLEANING ELEMENT  
ON A**

## WIPAC OIL CLEANER



Single Cleaner for engines up to 16 h.p. (complete with base) 25/-  
Twin Cleaner for engines over 16 h.p. (complete with base) 50/-  
Replacement Elements - - - - - 12/6 and 15/6  
Installation Parts and Pipes - - - - - 17/6 and 25/-

**"FITTED AS STANDARD EQUIPMENT  
ON THE NEW ROVER '75"**

*save George*



**WICO-PACY SALES CORPORATION LTD. • BLETCHLEY • ENGLAND**





## Why be a Snowman?

The Monitor offers motorists perfect comfort the whole year round.

One twist of a knob on your control panel concentrates warmth on driver's or passengers' feet, on windscreen (to de-mist or de-frost) or diffuses it throughout the car. In hot weather the flick of a tap

makes the Monitor an air circulating fan.

Adjustable to any temperature you choose. Low battery consumption — entirely suitable for *all* cars, whether water pump cooled or thermo syphon system. No additional pump required. Easily fitted.

In compact cabinet.  $7\frac{1}{2} \times 7\frac{1}{2} \times 7\frac{1}{2}$ , golden bronze.

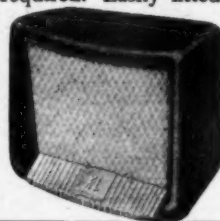
PRICE inc. all fittings £9.0.0. (set of fishtails (2), 5/- extra).

From all Garages and Motor Dealers, or write for leaflet to:—



# MONITOR

KEY-LEATHER CO. LTD., 188 Kings Cross Road, London, W.C.1. TER. 8476



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*Look for this seal  
on YOUR new car*



*—it is your assurance that the body has  
been protected against rust and paint flaking*

# BONDERIZING

the industrial paint bonding process used by leading Motor Manufacturers under licence from:—

THE PYRENE COMPANY LTD., Metal Finishing Division, Gt. West Rd., Brentford, Middx.

Phone: EALing 3444 (14 lines)

# LEAKY RADIATORS REPAIRED *while you drive!*

Gone are the days when a leaking radiator meant dismantling, laying-up and heavy servicing costs. Now it is merely a matter of pouring a tin of RADWELD into the radiator, and the job's done.

RADWELD is an outstanding example of the high standard of efficiency which has been reached in the development and use of chemical compounds to remedy defects in the internal combustion engine. It is *permanent*; it will not clog the cooling system or harm it in any other way, and it will operate effectively on all radiators, including the most modern types, with water channels as small as 32-thousandths of an inch.

At the first sign of a leak in your car's radiator, get RADWELD! It's quick and easy—nothing is removed from the car but the radiator cap!—and once the metallic seal is formed you can forget the leak for good. Specify RADWELD *always*.

HOLT'S

## RADWELD

For Cars - 3/6  
For Trucks 6/-

A CLEAN COOLING SYSTEM  
PREVENTS RADIATOR TROUBLE.

Many cases of leaking radiators are due entirely to corrosion and the strain imposed on the radiator core by accumulations of lime, scale and sludge built up by the chemicals which water contains. Serious trouble from this cause can be avoided, over-heating prevented, and proper cooling efficiency maintained by regularly clearing the system of deposits. How to do this is mentioned elsewhere on this page and it merits every motorist's attention and consideration.



HOLT'S

### GUN-GUM

Alastic

#### DAMAGED SILENCER— mended without tools

Neglect a broken, noisy silencer and you may find yourself involved with the Law. Then there's the danger that comes with poisonous exhaust gases creeping up into the car. It's a risk you can't afford to take. Get a tin of GUN-GUM and you'll be right out of trouble in a few minutes. It's a finger and thumb repair, but it's permanent. Junior 3/6, Medium 8/6.

TRADE ENQUIRIES URGENT. Send firm's official card for particulars.

OBTAINABLE FROM HALFORDS, GARAGES, MOTOR ACCESSORY STORES ETC.

**CRACKS Repaired IN CYLINDERS**  
WONDAR WELD in 30 minutes here. You just pour it in! WONDAR WELD makes a PERMANENT repair that stands up to vibration, heat and water pressure. Equally effective for inside and outside cracks. Used consistently by bus and haulage companies, railways, municipal authorities etc. Endorsed by entire motoring Press. Specify Holt's WONDAR WELD always.  
1 Pint 8/6, Pint 15/-, Quart 25/-  
**WONDAR WELD**  
LIQUID METALLIC SEALER

**CLEAR CLOGGED RADIATORS**  
RAD-FLUSH is a powerful, triple-action chemical cleanser that dissolves lime, scale, sludge and rust—breaks them down so that they are easily flushed out—yet fully protecting the radiator metal, including ALUMINIUM with its specially exclusive inhibitor. RAD-FLUSH rapidly restores cooling efficiency and guards against overheating, burst valves, etc.  
Complete treatment 8/6  
**RAD-FLUSH**  
RADIATOR CLEANSER

**NO MORE MORNING DIFFICULT STARTING**  
Stop high-tension current losses caused by moisture, damp and condensation, and your car will always "start at a touch." AQUA-TECT brushed on to spark plugs, etc., forms a flexible, plastic, waterproof coating that will neither flake nor peel. Ends starting troubles once and for all. Supplied in screw-topped bottles in two sizes.  
Large 8/6  
Small 4/6  
**Aqua-TECT**  
WATERPROOF IGNITION SEALER

**Sealing oil?**  
Excessive "play" between cylinder walls and pistons due to wear soon turns a car into an oil eater. Take up this clearance with PISTON SEAL. Installed through spark plug apertures, PISTON SEAL "works-in" while you drive and forms a pliable and resilient self-lubricating seal. PISTON SEAL cuts oil consumption, restores compression, stops piston slap. Harmless to the finest engine. Endorsed by the entire motoring Press.  
**Piston Seal** Up to 12 h.p. 15/-  
Over 12 h.p. 25/- Motor Cycles 8/6

**STOP MIST & FOG**  
To get clear vision, lessen danger and ease driving strain in "foggy" weather, simply wipe Holt's FOGOFF and side windows. No fling. No tion prevents condensation and mist for a long period, removes dirt, dust and fingerprints. FOGOFF is equally effective on all glass and plastic surfaces, mirrors, goggles etc.  
Price per tin 2/6  
Short-window size 8/-  
**HOLT'S Fogoff**

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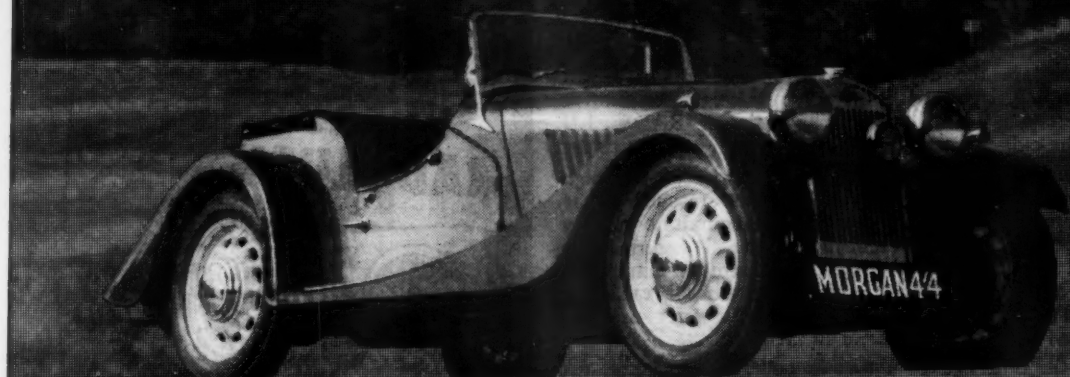
For full details, authentic test reports etc., write name and address in margin, stating products in which interested and send this corner to:

**DOUGLAS HOLT (EST. 1919) LTD (Dept. A.O.27) 5-6 EAGLE STREET, HOLBORN, LONDON W.C.1 HOLBORN 4891-2**

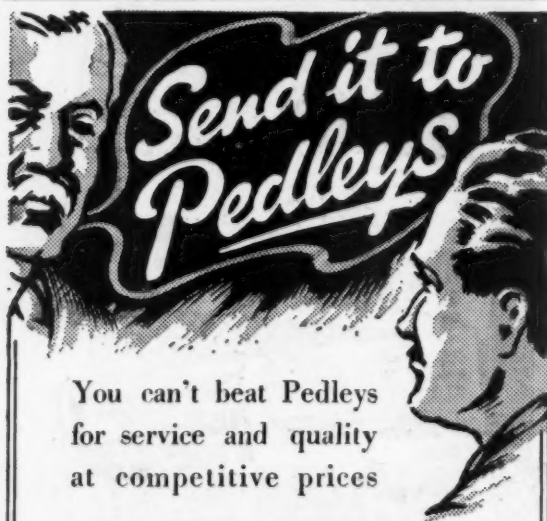


FOR THOSE WHO TAKE A  
KEEN INTEREST IN MOTORING

*The*  
**Morgan 4/4**  
*completes the picture*



THE MORGAN MOTOR CO LTD • MALVERN LINK • WORCESTERSHIRE



*Send it to  
Pedleys*

You can't beat Pedleys  
for service and quality  
at competitive prices

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*like New again...*

The upholstery is an important and expensive part of your car. Nuagane gives it new life, restores to it the sparkle of new seating and increases the value of your car.

Nuagane is waterproof, flexible and durable; it is economic in use and easily applied by brush or spraying to all kinds of real or imitation leathers. Available in 22 colours, Nuagane gives seats new and lasting lustre in their original or any new colour.

Please write for  
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*Flexible Leather Paint*

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**SAFER** motoring

**NOTHING**

contributes more  
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in **ALL** weather  
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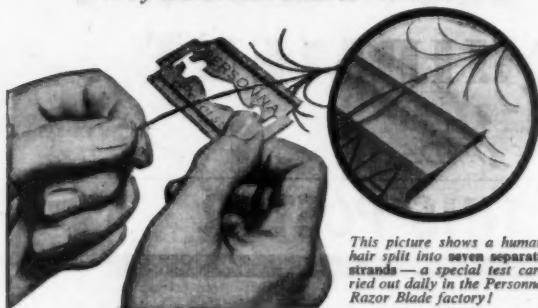
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HUMBER SUPER SNIPE

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*Why Personna Shaves Closest*



*This picture shows a human hair split into seven separate strands — a special test carried out daily in the Personna Razor Blade factory!*

THIS HUMAN HAIR is actually being split into seven separate strands!

What is the object of this astonishing feat? It is a special factory test, carried out daily with Personna Precision Razor Blades. The test ensures you the smoothest shaves you've ever had ... because, to pass it, Personna's cutting edges must

be able to shave down to within 1/4000th of an inch!

Personna Precision Blades are hollow ground, leather-stropped, and made rust-resistant. No wonder they shave closer and give up to twice as many shaves as ordinary blades.

Buy Personna today and enjoy the luxury shaving of the world's finest razor blade!

**PERSONNA**  
*Precision Blades*

in packets of 5 for 1/3 (incl. tax) and 10 for 2/6 (incl. tax)

**YOUR CAR INTERIOR  
CAN HAVE THE  
NEW *Luxury Look*!**

WITH THESE  
**TAILORED TO-MEASURE**  
UPHOLSTERY COVERS



- PROTECT CLOTH UPHOLSTERY FROM STAINS
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- PREVENT YOUR CLOTHES FROM "SHINE"
- MAINTAIN YOUR CAR'S RE-SALE VALUE WITH

**BLANCHFLOWER**  
*'Luxury Look'*  
**UPHOLSTERY COVERS**

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To BLANCHFLOWERS, "The Motor People,"  
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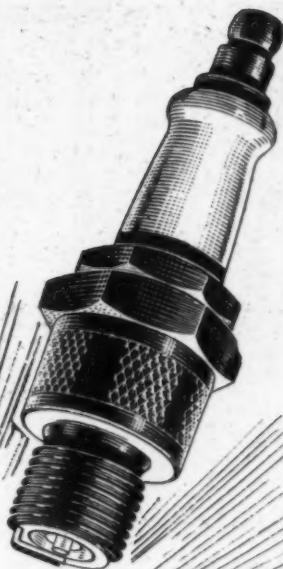
Please send patterns and prices of your upholstery covers for my.....  
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Name.....  
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The Autocar, January 20, 1950

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HERE**



*depends on*  
**POWER TO  
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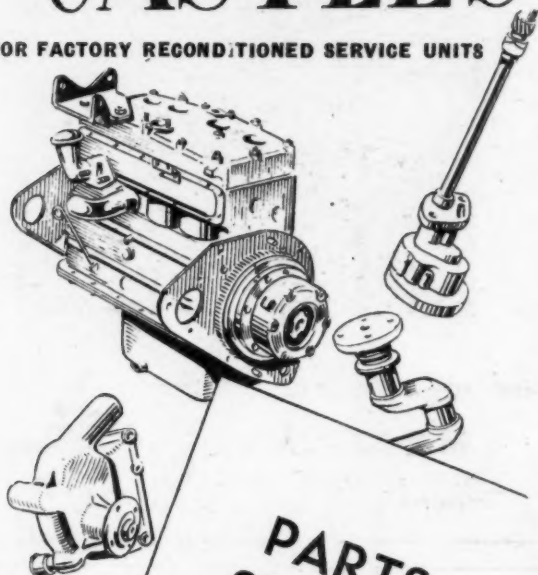
THE BATTERY WITH  
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FOR FACTORY RECONDITIONED SERVICE UNITS



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5 LINES  
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**'No wonder  
they insure  
more cars than  
any other  
company!'**

'I was 200 miles from home when the accident happened. Whilst in hospital I got in touch with GENERAL's local office. They took care of everything smoothly and efficiently. *That's* what I call service!'

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## TUDOR UNIVERSAL LOCKING CAP

*With internal adjustment*



## 13'6

suitable for  
most models of

AUSTIN	CITROEN
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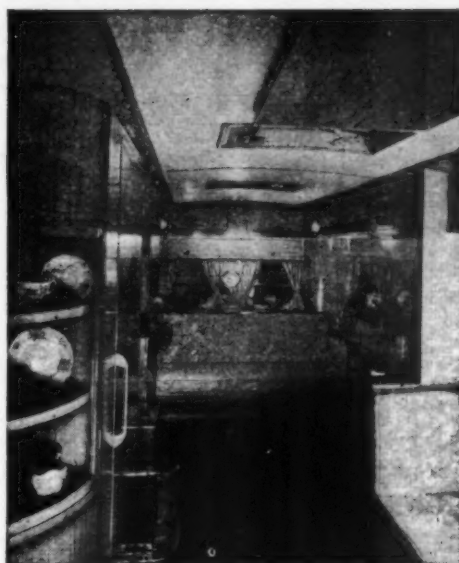
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**is designed to meet your exacting requirements.** for each van is individually built by skilled craftsmen, and the layout can be modified to make the Mark II exclusively YOUR model. An overall length of 22 feet provides adequate room for an entirely separate and fully equipped bathroom, a luxurious full-size double bed fitted with sliding tables for breakfast, and many other attractive features too numerous to mention here. Panelled throughout in specially selected Oak Veneers, and every item of furniture hand made, the Pilot Panther Mark II represents the finest caravan value today at £1,475.



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SHROPSHIRE. Telephone: Oakengates 39



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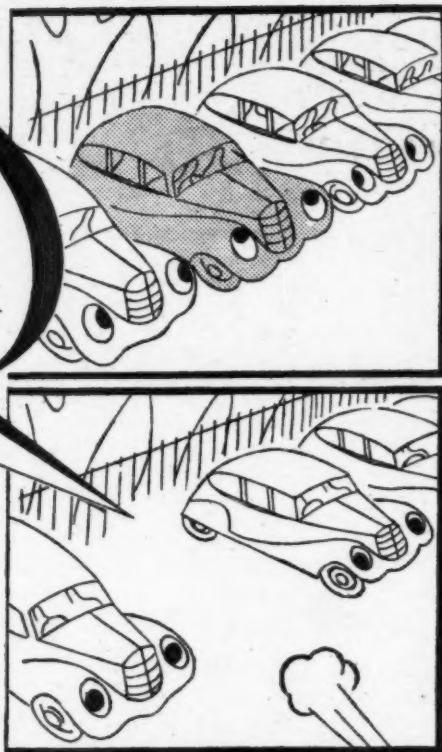
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'First out' means 'first home' from crowded parking grounds. You can rely on Young batteries to start you off on time. There's a Young battery for every type of car and commercial vehicle.

## YOUNG BATTERIES stay young

Write for particulars to: **CROMPTON PARKINSON LTD.**  
Crompton House, Aldwych, W.C.2. Telephone: CHAncery 3333



## YOU PAY LESS AT THIS ADDRESS

<p><b>Anti-Frost Heaters</b> Protect your engine with the Buffam paraffin Pump Heater. New. Safe. Economical. Burns 200 hours. As illustrated, 13/10. post 1/-. Similar model but burr-icase lamp shaped 16/- Post 9d.</p> <p><b>INSPECTION LAMPS</b> NEW. EX-NEW. Un-breakable. 12 ft. of strong rubber lead. 5/6 Bulb 1/9 extra. Post 6d.</p> <p><b>SPEEDO HEADS</b> Repaired and reset to zero from 15/- Cables from 12/6. Quotations by return.</p> <p><b>5-DAY CLOCKS</b> New. Smith's. Ex-R.A.P. 2in. dial. 2 1/2 in. base. ACCURATE and RELIABLE. Post 42/6</p>	<p><b>TRACK GRIP TYRES</b> 900 x 16, 55/-; 700 x 16, 95/-; 33 x 6, 115/-; 900 x 16, (complete with inner tube), 200/-. Carriage extra. Most other sizes in stock.</p> <p><b>LIFTING JACKS</b> Easy lift, complete with handle as illustrated. Post 11/9</p> <p><b>JACKETS</b> EX-R.A.P. FINE QUALITY BROWN WOOL. WARM FOR HEATING BUT CAN BE WORN WITH OR WITHOUT ELEC. PLUG-IN. AN IDEAL UNDERCOAT OR WIND-BREAKER. 3/9 Post 9d.</p> <p><b>GAUNTLETS</b> Tan coloured lambkin gloves, lambswool lined, as illustrated. 35/6 Post 9d. Leather gloves, lambswool lined, 27/6. Post 9d. Leather mittens lambswool lined, 25/6. Post 9d. Leather gloves, blanket lined, 22/6. Post 9d. Leather mittens, blanket lined, 8/9. Post 6d. Ex-R.A.P. White Silk Inner Linings, 5/6. Post 6d.</p>	<p><b>TOOL BOXES</b> Now, in maker's cart- on. Heavy gauge black enamelled metal leather front lid, fastener for padlock. 10 1/2 x 4 1/2 x 3 1/2 in. Post 9d. 4/6</p> <p><b>CELLULOID SHEETS</b> 84 x 24 in., 29 thou., 12/6. 1 sheet, 6/6. 36 thou., 17/6. 1 sheet, 9/- Post 1/1-</p>
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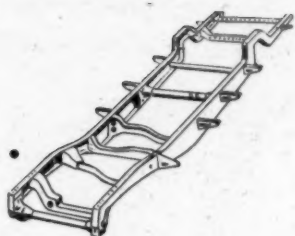


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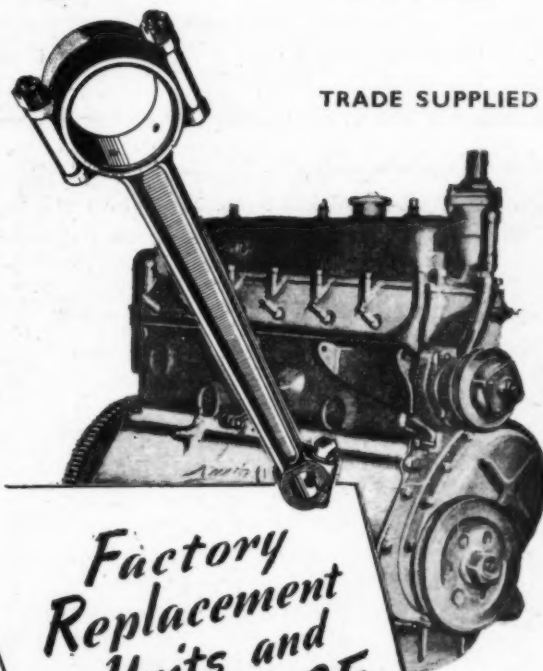
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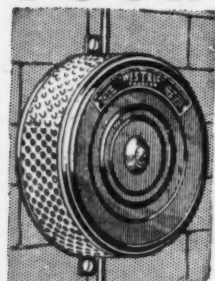
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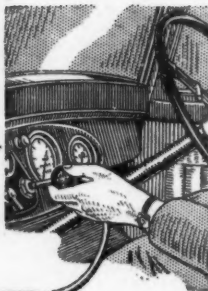
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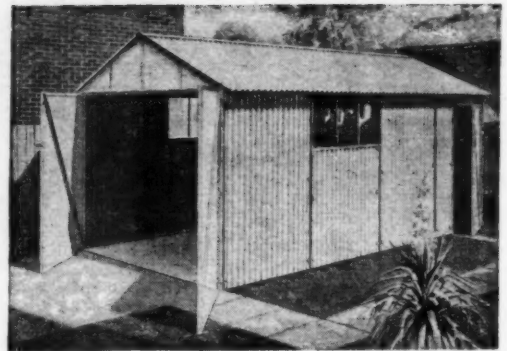
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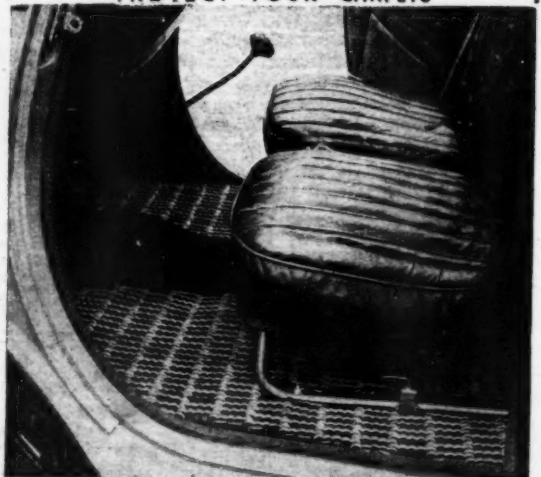
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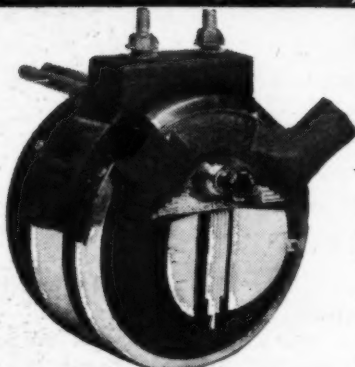
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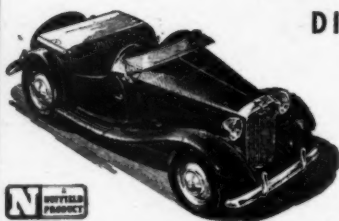
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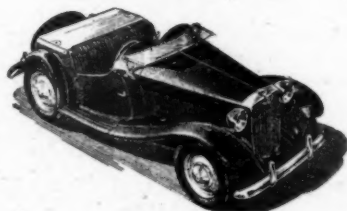
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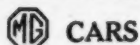
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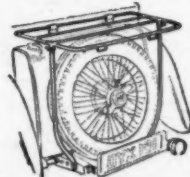
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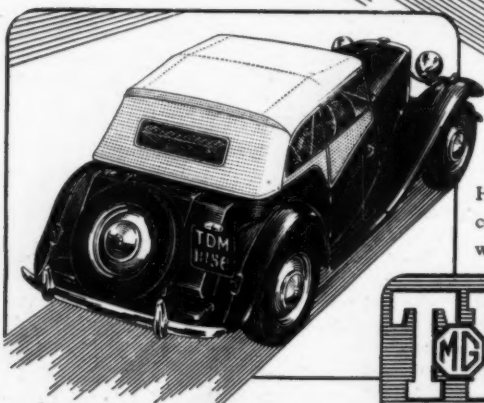
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# In This Issue

Monte Carlo Rally: Full Entries and Routes ..	62
Disconnected Jottings ..	67
33rd Brussels Show: Full Report ..	68
NEW CARS DESCRIBED: 1950 M.G. Midget ..	72
Opel Olympia Reappears ..	76
Tropical Racing ..	77
Allards for U.S.A. ..	79
ROAD TEST: M.G. TD Midget ..	80
Correspondence ..	83
The Sport ..	86

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FOUNDED 1895

No. 2829

FRIDAY, JANUARY 20, 1950

Vol. XCV

## All Done With Mirrors

WHERE rear mirrors are concerned, a quite surprising strong-mindedness seems to exist amongst motorists. Having affably exchanged his plain glass for a convex replacement, a regular contributor to this journal commented that it quite substantially reduced rear dazzle, whereupon the hounds of disagreement were unleashed and he was set upon. So far, no dispute has arisen over the reduction of dazzle, but it has been suggested that it is impossible to judge distances in convex images; that it is absurdly simple to tilt a normal mirror when dazzled, restoring it afterwards; that a convex mirror reveals no more than a flat one; and that the convex mirror should be banned.

As a result the observations of this journal on the adverse comments quoted may be recounted. An inability to adjust perspectives to convex reflections is an individual weakness, for very many drivers have no difficulty whatsoever in doing this. Many do, however, find difficulty in adjusting their driving mirrors to the exact nicety which precision control demands and would, therefore, not agree that casual temporary tilting is a good remedy for rear dazzle. Mirror adjustment is almost equivalent to not looking where one is going, for the device can be set accurately only by studying the reflection in the glass itself, at which time the eyes cannot be fully on the road ahead. It is this difficulty that is cleverly overcome by the controlled tilting prismatic mirror; other anti-dazzle mirrors rely upon smoked glass.

The convex mirror *does* reveal a wider field of vision through the rear window than is shown by the flat. This is not easily proved in a few words, but if a diagram is drawn to the law that the angle of incidence equals the angle of reflection, the extra margin is clearly shown. As to the suggestion that convexity should be banned, this is too typical of the age in which motoring exists today. Intolerance is rampant, and suppression by law of features individually disliked is far too frequently advocated.

The most fruitful source of speculation on the subject of rear dazzle is concentrated in the back window. Previously, that useful orifice could be screened at night by a neat and spring-loaded blind easily controlled by the driver. To reduce costs, or because materials were not available, this valued fitting has frequently been omitted on post-war cars, and as a result the rear dazzle problem has come forward, and considerable time and ingenuity have been spent in meeting it. On an economic balance-sheet, the original saving would certainly not be shown as worth while.

## Hard Times

THE economic facts of life make hard hearing. Consternation has been caused by the statement that German nationals can obtain delivery of British station wagons in a matter of weeks. Are these, ask outraged correspondents of this journal, the fruits of victory?

They are—Dead Sea fruits. For the fact is that since the financial responsibility for Western Germany passed to the Americans, the deutschemark, dollar-backed, has become a hard currency. And this country, picking a precarious way round the crumbling edge of its dollar gap, must clutch at firm currency footholds.

It may be assumed that the state of affairs is disliked by everyone in Britain, even by the Government which is forced to encourage these exports; and in negotiating trade pacts providing for such exchanges, the degree of public displeasure which they cause will, no doubt, be borne in mind. Motorists in this country, who are still waiting three years or more for delivery of a new car, must be excused if they condemn the position, however unreasonably, as the utter negation of what economic planning should set out to achieve.

## PREVIOUS MONTE CARLO RALLY WINNERS

### GENERAL CLASSIFICATION.

			From
1911	Turcat-Méry	(H. Rougier)	Paris
1912	Berliet	(J. Beulier)	Berlin
1924	Bignan 1,975 c.c.	(Ledure)	Glasgow
1925	Renault 9,121 c.c.	(F. Repusseau)	Tunis
1926	A.C. 1,990 c.c.	(Hon. V. A. Bruce)	John o'Groats
1927	Amilcar 1,098 c.c.	(Lefebvre-Despeaux)	Koenigsberg
1928	Fiat 990 c.c.	(J. Bignan)	Bucharest
1929	Graham-Paige 4,718 c.c.	(Dr. Sprenger van Eijk)	Stockholm
1931	Invicta 4,467 c.c.	(D. M. Healey)	Stavanger
1932	Hotchkiss 2,475 c.c.	(M. Vasselle)	Umea
1933	Hotchkiss 3,495 c.c.	(M. Vasselle)	Tallinn
1934	Hotchkiss 3,495 c.c.	(Gas-Trevoux)	Athens
1935	Renault 5,540 c.c.	(Ch. Lahaye-R. Quatresous)	Stavanger
1936	Ford 3,622 c.c.	(I. Zamfirescu-P.G. Cristea)	Athens
1937	DeLahaye 3,553 c.c.	(Le Bègue-J. Quinlin)	Stavanger
1938	Ford 3,622 c.c.	(G. Bakker Schut-Karel Ton)	Athens
1939	{ Hotchkiss 3,485 c.c.	(J. Trevoux-M. Lesurque)	Athens } Tie
	{ DeLahaye 3,557 c.c.	(J. Paul-M. Contet)	Athens }
1949	Hotchkiss 3,485 c.c.	(J. Trevoux-M. Lesurque)	Lisbon

### COUPE DES DAMES

			From
1927	A.C. 1,990 c.c.	(Hon. Mrs. V. A. Bruce)	John o'Groats
1928	Talbot 1,672 c.c.	(Mme Ch. Versigny)	Bucharest
1929	Talbot 1,998 c.c.	(Mme Lucy Schell)	Berlin
1930	Chenard-Walcker 2,470 c.c.	(Mme Michel Doré)	Tallinn
1931	{ Rosengart 750 c.c.	(Mme D. Jeanne)	Stavanger } Tie
	{ Lancia 2,570 c.c.	(Lady E. Jardine)	Stavanger }
1932	Triumph 1,018 c.c.	(Mrs. M. Vaughan)	Umea
1933	Peugeot 1,465 c.c.	(Mme Mareuse-Mlle Lamberjack)	Tallinn
1934	Peugeot 1,465 c.c.	(Mlle Mustinx-Des Forest)	Bucharest
1935	Ford 3,622 c.c.	(Mme M. J. Marinovitch-Mlle Lamberjack)	Palermo
1936	Matford 3,622 c.c.	(Mme M. J. Marinovitch-Mlle Hellé-Nice)	Tallinn
1937	Chrysler-Plymouth 3,302 c.c.	(Mrs. Greta Molander)	Umea
1938	Matford 3,622 c.c.	(Mmes Rouault-S. Largeot)	Athens
1939	Hotchkiss 3,485 c.c.	(Mmes Y. Simon-S. Largeot)	Athens
1949	Ford 3,920 c.c.	(Cresse van Limburg Scirum van Vredenburg)	Monte Carlo



Two teams are entered for the Coupe des Dames. (1) Miss Betty Haig and Miss Barbara Marshall in their 1½-litre M.G.,

## SOUTHWARD

### ZERO HOUR APPROACHES FOR MONTE CARLO COMPETITORS

**B**y now 308 cars and their crews are on their way to their starting points for this year's Monte Carlo Rally, which promises to be one of the best ever run. Seventy of these competitors are starting from Glasgow (the majority of these, of course, are British, but there are several foreigners among them), and on Sunday evening they will commence their dash across England to catch the boat at Folkestone early on Monday morning. For the benefit of those who would like to sacrifice part of their night's sleep to watch them pass, the first competitor from Glasgow will leave at 4.11 p.m., and he is scheduled to

### THE SIX ROUTES

**LISBON**—Madrid — San Sebastian — Bordeaux — Tours — Rheims — Paris — Nevers — Lyons — Valence — Digne — Grasse — Monte Carlo.

**MONTE CARLO** — Grasse — Digne — Grenoble — Geneva — Berne — Strasbourg — Luxembourg — Liège — Venlo — Amsterdam — The Hague — Brussels — Rheims, and then as from Lisbon.

**GLASGOW** — Doncaster — Folkestone — Boulogne — Luxembourg — Liège — Venlo — Amsterdam — The Hague — Brussels — Rheims, and then as from Lisbon.

**STOCKHOLM** — Jonkoping — Helsingborg — Copenhagen — Odense — Hamburg — Hengelo — Amsterdam — The Hague — Brussels — Rheims, and then as from Lisbon.

**OSLO** — Goteborg — Helsingborg — Copenhagen — Odense — Hamburg — Amsterdam — The Hague — Brussels — Rheims, and then as from Lisbon.

**FLORENCE** — Milan — Berne — Strasbourg — Luxembourg — Liège — Venlo — Amsterdam — The Hague — Brussels — Rheims, and then as from Lisbon.

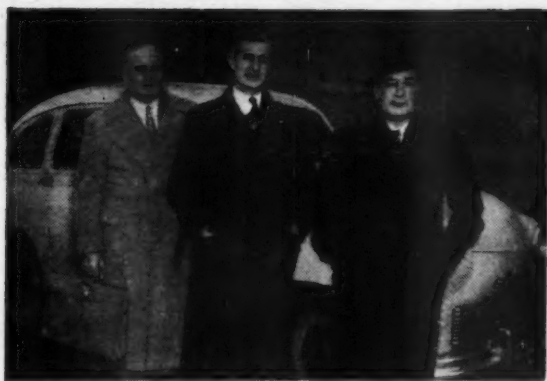


This map shows the routes to be covered by competitors from the six starting points. It must be remembered that the distances as quoted above are in kilometres, not miles.





and (ii) Mrs. T. H. Wisdom, Mrs. J. Heath and Mrs. R. Fotheringham-Parker, behind their Standard Vanguard.



Another Vanguard team: Norman Black, T. H. Wisdom and Basil Cardew, who are starting from Lisbon.

## BOUND

reach Doncaster at 11.52 p.m., finally arriving at Folkestone at 7.36 a.m. on Monday morning. The cars will be started from Glasgow by Mr. A. K. Stephenson, Secretary of the R.S.A.C.

Among the Glasgow contingent is a team of three Hillman Minxes driven by J. H. Kemsley and W. Friend, H. Shears and P. Fotheringham-Parker, and P. J. Bernsten and W. Phillips. This team, most of the members of which drove together last year, is again utilizing two-

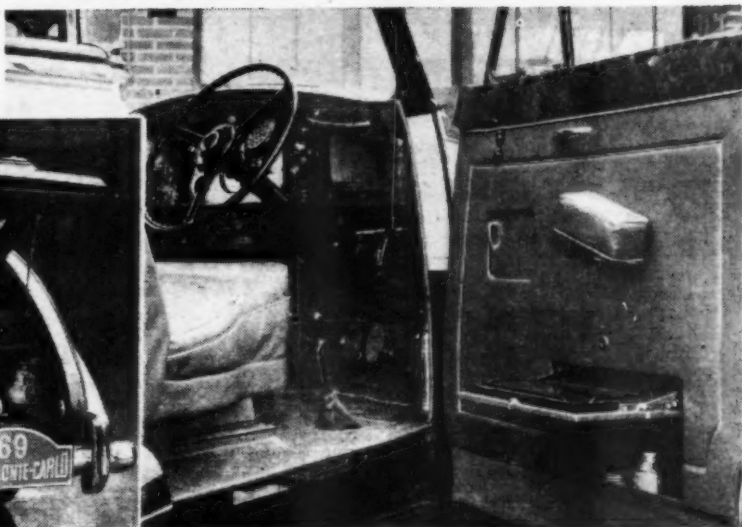
The beautiful and palatial Park Ward-bodied Rolls-Royce, hot favourite for the Concours de Confort. Beside the car are the crew, D. J. Scannell, W. M. Couper (the entrant) and V. L. Seyd. Notable features which can be seen include fitted spades and suitcases in the locker (which also contains miniature air bottles for tyre inflation), the locker of cleaning and polishing kit in the driver's door (the opposite one containing a cocktail cabinet), a barometer clipped to the steering column, and the buttons operating the electric window control.

way radio to keep in touch with one another en route.

Last year's winners, Jean Trevoux and M. Lesurque, are once more starting from Lisbon, although this time in a Delahaye instead of, as previously, a Hotchkiss. In addition to the large contingents of British, French, Dutch and Swedish there are also competitors from almost every other European country.

There is only one German entry, a Volks wagen, entered by Count Wittigo von Einsiedel, who is starting from Stockholm.

As can be seen from the map, all the routes from the different starting points converge at Rheims, whence there will be a never-ending stream of cars on the road through Paris and Lyons to Monte Carlo, where the first competitor is





Mr. and Mrs. Sydney Allard in front of their Allard coupé. Sydney Allard is driving with Guy Warburton, while Mrs. Allard will be partnered by Mrs. Wood.

scheduled to arrive just after noon on Wednesday, January 25. Immediately on their arrival competitors take part in the acceleration and braking test; Thursday is devoted to the examination of the cars, Friday to the regularity and speed test, while the Concours de Confort is scheduled for Saturday.

The B.B.C. is planning an extensive series of reports on the Rally, as Richard Dimbleby and Max Robertson are covering the 2,000-mile route in an Allard and will broadcast each day in the Light Programme from the different controls. The start from Glasgow will be described on Sunday by Raymond Baxter, while

## SOUTHWARD BOUND

—continued—

among the controls from which Dimbleby will broadcast during the Rally are Folkestone, Luxembourg, Brussels, Paris and Lyons. The broadcasts from Monte Carlo, towards the end of the week, will include interviews with drivers who will record their personal impressions.

The British challenge for the various trophies is extremely strong, including that for the Coupe des Dames, in which experienced competitors include Mrs. Wisdom, Miss Betty Haig and Mrs. Sydney Allard. Last year's winner of this trophy, however, is in the lists again, Countess von Limburg Stirum. She is starting this year from Monte Carlo in her Ford.

## The List of Entries

### FROM GLASGOW.

A.G.: 1,991 c.c. (No. 86) Brookman-Fletcher.  
Allard: 3,622 c.c. (No. 67) Zetter-Lee, (88) Black-Lochart, (114) Holt-Mangoletti, 4,575, (74) Mrs. Allard-Mrs. Wood\*, (75) Allard-Warburton, (100) Price-Ginn (130) Potter.  
Armstrong Siddeley: 1,991 c.c. (No. 99) Taylor-Craven.  
Austin: 2,199 c.c. (No. 78) Glenie-Abrahams; 3,993 (79) Roberts-Peters, (104) v. d. Wansem-v. d. Made.  
Bristol: 1,971 c.c. (No. 81) Murray-Innes, (119) Newton-Bancroft.  
Delahaye: 3,557 c.c. (No. 111) v. Blaaderen-Mme. v. Blaaderen.  
Ford: 1,172 c.c. (No. 66) Guest-Guest, (97) Gayson-Lanzetta, 3,622 (71) White-Spring, (105) Harris, (113) Holt-Asbury, (121) Rees.  
Healey: 2,443 c.c. (No. 93) Murphy (109) Mann-Mann, (116) G. Healey.  
Hillman Minx: 1,265 c.c. (No. 78) Walshaw-Henson, (87) Harper-Cook, (106) Kemsley-Frend, (107) Bernsten-W. Phillips, (108) Shears-Fotheringham-Parker (124) Hiskins, (184 (90) Anderson-Hastie.  
Humber: 4,036 c.c. (No. 73) Willment-Saville.  
Jaguar: 3,485 c.c. (No. 70) Rockman-Pulver, (72) Warwick-Warwick, 2,633 (88) Donald Penman.  
Jewett Javelin: 1,496 c.c. (No. 62) Miller-Russell, (77) Leavens-Moore, (80) Barsley-Dugden, (101) Brad-Field, (110) Porter-Bernard, (117) Robinson-Leck, (120) Wise-Wilson, (123) Ellison-Schofield, (125) Grimley-R. W. Phillips, (129) Eason-Gibson-Klementaski, (85) Turner.  
Lagonda: 4,453 c.c. (No. 102) Franklin-Burgess.  
Lsa-Francis: 1,768 c.c. (No. 92) Pearson-Mrs. Pearson.  
Morris: 1,292 c.c. (No. 84) Blumer-Col'nson; 2,215 (98) Jones-Thomas, (128) Dent-Dent.  
Renault: 760 c.c. (No. 63) P. Laureys-Oury, (64) J. Laureys, (65) Kilsdonck-Kilsdonck.  
Riley: 2,443 c.c. (No. 68) Cooper-Carte; 1,496, (112) Channon-Channon.  
Rolls-Royce: 4,257 c.c. (No. 69) Couper, (126) Schonhut-Bellamy.  
Rover: 2,100 c.c. (122) Mandow-Arden.  
Singer: 1,506 c.c. (No. 115) Duff-Patten.  
Standard Vanguard: 2,088 c.c. (No. 82) Milton-Edge, (83) Hesleton-Earl, (91) Powell-Brackenbury.  
Sunbeam-Talbot: 1,944 c.c. (No. 94) Hartwell-Monkhouse, (95) Garrad-Cotta, (96) Pearson-Chip-Perton.  
Triumph: 1,776 c.c. (No. 118) Odell-Agate, (127) Kerracher-Croll.  
Vauxhall: 1,442 c.c. (No. 61) Bartlett-Salvage; 2,275, (103) Carter-Carter.

### FROM LISBON.

Allard: 4,375 c.c. Imhof-Hutchison.  
B.M.W.: 1,971 c.c. Santos-Martorell.  
Buick: 4,032 c.c. Costa-Pinto.  
Chevrolet: 3,500 c.c. Rivero-Sans.  
Citroen: 1,971 c.c. Levenbruck-Renaud; 2,860 Lauvergnot-Malleret, Picard-Bruguirolles.  
Delahaye: 4,500 c.c. Trevous-Lesurque, Thoby-Labry; 3,557 Dufour-Blanchardie, Faure-Leroy.  
Ford: 596 c.c. Andres-Kapynne.  
Ford: 2,158 c.c. Taullelle-Lebrun; 3,920 Menères, Cabral, Arnaud, Lobo, Giro-Soler, Bas-Verdiell, Apostrophe-Avela, Corraia, Martinho-Algebra.  
Ford Vedette: 2,158 c.c. Ciostermann-Alin, Marmonier-Geraud.  
Hotchkiss: 3,485 c.c. Estager-Oidon, Bequart-Secre, Jorge Ramos; 3,016 Samson-Sequet.  
Mercury: 3,920 c.c. Lacasta-Selmas.  
Panhard: 610 c.c. Bolleau-Dufay, Baboin, Lachaze-Maignen.

Peugeot: 1,290 c.c. Dubois-Cortanze, Lacombe-Langrenay, Grapes-Fairard, Bessa-Verbrughe.  
Renault: 760 c.c. Peraud, Guyot-Quatresous, Lecat-Sentleben, Descams-Mauroux, Landon-Briat, Mme. Versigny-Mme. Boeswillwald\*, Rosier-Rosier, Galopin-Mme. Anthonissen, Consten-Scott, Nau-gand, Chevroun-Mercier, Michel-Michel, Dall-gand, Sandt-Grosgeant, Vernet-Bonnet; Mme. Hiter-Lecerc.  
Riley: 2,443 c.c. Brinkman-Ellis.  
Simca: 1,221 c.c. Ducros, Profichet-Nogueres, Averseng-Lauga; 1,080 Soares.  
Standard Vanguard: 2,088 c.c. Wisdom-Black.

### FROM MONTE CARLO.

Aero-Minor: 649 c.c. Krattner-Poch, Lancman-Mikula.  
Allard: 4,375 c.c. Wick-Appleton.  
Bentley: 4,257 c.c. Seliger-Mrs. Seliger.  
Buick: 5,250 c.c. de Blanchotval-Marsan; 4,060 Bakum-Baars.  
Chevrolet: 3,549 c.c. van Lammeren-van Voor-den, van Eijk; 3,350 Zwart-Zwart.  
Citroen: 1,930 c.c. Larribeau-Larribeau; 2,867 Modderik-Van Riel, Lienart-de Bussy; 1,911 Treunet-Taffe, Ton-Wynan, Beckman-Flinterman, Berger-Dumas, Hotz-Mme. Hotz.  
Delahaye: 3,557 c.c. Schols-Koning, Crovetto; 4,450 Delettrez-Delettrez.  
Deeds: 3,300 c.c. Van der Ven-Vies; 3,770 c.c. Joliet-Lerliche.  
Fiat: 569 c.c. Erlich-Vos, Loman-Lioni, Kluck-Kluck, Berchel-Schocker, Coppola.  
Ford: 3,920 c.c. de Jong-Laming, Eggink-Mme. Blokter; 3,700 Strum-Stutterheim, Cesse v. L. Strum-Mrs. Wytama; 1,172 Knecht-Mutsaerts.  
Ford Vedette: 2,136 c.c. Levash, Chiron-Louveau, Graham-Paige; 3,548 c.c. Ponsignon-Momege.  
Healey: 2,443 c.c. D. Healey.  
Hillman Minx: 1,265 c.c. Kouwenberg-de Rooy.  
Hotchkiss: 3,500 c.c. Feigaux-Montabert, Marchand-Bernard, Worms-Mouche, Billard Rijk-Bijl.  
Humber Snipe: 4,096 c.c. Gatsonides-Barendregt.  
Jaguar: 1,776 c.c. van Herk-Prins.  
Kaiser: 3,700 c.c. Govers-v. d. Kar.  
Lancia: 1,486 c.c. Contardo-Gambaro.  
M.G.: 1,250 c.c. Miss B. Haig-Miss B. Marshall.\*  
Morris: 1,476 c.c. Riley-Deacon, Hornstra-Vos-man.  
Nash: 2,830 c.c. Blansjaar-Niekerk.  
Panhard: 610 c.c. v. d. Heijden-Langestraat, Lapchin-Plantivaux.  
Peugeot: 1,290 c.c. de Ridder-Thormann, Fulconis-Audbert.  
Pontiac: 3,500 c.c. v. d. Bergh; 3,920 Hulsker-Hulsker.  
Renault: 760 c.c. Schollemann-Bernard, Sigrand-Berteaux, Colas-Rapp, Alme-Bolleau, Kreisel-Nord-ter, Redele-DeLorge, Brune-Chatellier, Pons-Ainaud.  
Riley: 1,496 c.c. Hayward-Kempe Roberts, van Splunter-Lundling.  
Rover: 2,103 c.c. van Cleef-v. d. Neut Windels.  
Rovins: 435 c.c. Rinaldo.  
Saabmen: 2,300 c.c. Laroche-Radix.  
Simca: 569 c.c. Delpech-Leslie, Mile, Pierrat-Mme. Bernard, Martin, Sarlin-Reyillon, Blondel-Monster, Sangiorio, Orsetti, Gervais-Gervais; 1,221 Scaron-Pascal, Angelvin-Chaboud, Mme. Rouait-Mme. Gordin\*, Marzan-Settimo, de Grange-Stevens; 1,090 c.c. Mme. Angelvin-Mme. Laroche\*, Quinlin, Carpenter-Assemet, Collange-Huguet, Lesur-Roque, Treybal-Meisel, Mme. Bondorowski - Bondorowski, Lambelet - Degiampietro, Cousin-Petit.

Singer: 1,506 c.c. Greenhalgh-Soukup.  
Skoda: 1,089 c.c. Pohl-Bobek, Dobry-Netusil, Harlaar.  
Standard Vanguard: 2,088 c.c. Mrs. Wisdom.\*  
Talbot: 3,996 c.c. Luizet-Noghes.  
Tatra: 1,950 c.c. Kolout-Kopecky, Hodac.  
Sofka-Valovec.  
Vauxhall: 1,781 c.c. Heideman-Boach, van Keulen-Mme. van Keulen.

### FROM STOCKHOLM.

B.M.W.: 1,971 c.c. Nielsen-Christensen, Cederbaum, Mattila-Liljegen, Andersson-Andersson, Buttenhoff-Bjorksten, Paetala-Lampinen, Vaananen-Gottleben.  
Bode: 3,570 c.c. Mme Norling\*, Wollert, Sukki-Silman; 4,060 Smit-Maertens.  
Chevrolet: 3,549 c.c. Jensen-Toft, Werngren, Karl-Lyren.  
Citroen: 1,910 c.c. Lauritzen-Lauritzen, Andersen-Larsen, Nielsen-Jacobsen, Sjoqvist, Stalheim, Petersen-Larsen, 2,865 Voegtle-Skarring.  
Delahaye: 3,557 c.c. Stolt-van Schothorst, Constantin-Strich.  
D. K. W.: 589 c.c. Lindstrom-Fahien.  
Dodge: 3,570 c.c. Wehn, Korppu-Pulkkinen.  
Fiat: 1,498 c.c. Broedert-de Vries; 1,089 Gerlach.  
Ford: 3,916 c.c. Nellenmann-Sobve, v. d. Ent Brast-Rodegraven, Vitman-Boni, Mile Axelsson-Johnson\*, Torell, Pil-Hermansen, Hartley; 1,172 Lamminen-Laine.  
Healey: 2,443 c.c. Hermingsson.  
Lancia: 1,486 c.c. Brauner.  
Lincoln: 5,522 c.c. Herzfeld.  
Morris: 1,140 c.c. Bos-de Jong.  
Opel: 1,488 c.c. Laitila-Kesavaara.  
Peugeot: 1,130 c.c. Feiner-Erven.  
Renault: 760 c.c. Lahaye-Lhommet; 4,065 Holma-Holma.  
Saab: 764 c.c. Berquist-Melide, Mme. Molander.\*  
Simca: 1,221 c.c. Mme. I. Stille, Johnson.  
Skoda: 1,089 c.c. Jensen-Jensen.  
Standard Vanguard: 2,088 c.c. Laust-Christian-sen.  
Studebaker: 2,786 c.c. Hoogendyk-Seitz.  
Tatra: 2,958 c.c. Lankay-Erichsen.  
Vauxhall: 1,781 c.c. Waktman-Merkelbach.  
Volkswagen: 1,131 c.c. Einsiedel-Montgels.  
Velve: 1,420 c.c. Hansson, Grundell, Ohlsson.

### FROM OSLO.

Austin: 1,198 c.c. Engelsma-Wynia.  
Citroen: 1,911 c.c. Thème-Veenstra.  
Fiat: 1,090 c.c. Wittkamp-Eisma.  
Ford: 3,622 c.c. Savelkoul-Speelman, Nielsen-Westergaard, 3,638 Andersen-Weinther; 3,920 Eras-van Boktel.  
Lancia: 1,486 c.c. Kessler-Peliter.  
Morris: 1,140 c.c. Glad-Orum.  
Standard Vanguard: 2,088 c.c. Morton-Mrs. Morton.

### FROM FLORENCE.

Ford: 4,185 c.c. Lieb-Lieb.  
Ford Vedette: 2,153 c.c. Mme van Strien-Mile Schade, Vanderpeet-Bedford.  
Renault: 760 c.c. Amelin-Bouchet.  
Skoda: 1,089 c.c. Mulder-Kalma.  
Studebaker: 2,783 c.c. Rupert-Verbeck.  
\* Entered for Coupe des Dames.

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# NEWS and VIEWS

## ROAD CROSSING LAW RE-STATED

ROAD users have welcomed a re-statement of the law concerning pedestrian crossings made by Mr. Justice Humphreys in the King's Bench Division last week. His Lordship was giving judgment for London Transport in an action brought by a pedestrian who was knocked down by a bus at a light-controlled crossing.

His words were as follows: "The traffic of London would have to stop if it were held that it was the duty of a driver, who is satisfied that persons crossing the road are in no danger from him, to stop until they reach the pavement."

"The law is, and I hold that it is, that where a driver is satisfied that a person crossing the road, whether on a pedestrian crossing or not, is well out of any danger from him if he goes on, he is perfectly entitled to go on, but only at such a pace that he will be able to stop in the unlikely event of the pedestrian doing something dangerous or negligent."

"The explanation of this accident is that this girl, having got halfway across the road, turned back and ran into the bus."

### Swiss Show Next

THE next Continental show will be held at Geneva, Switzerland, in the new large exhibition hall. The date is March 16-26. The exhibitors' list is a long one with a total of 73 different cars represented, 26 of them British and 17 American. There will also be an important coachwork section with 12 exhibitors, apart from sections devoted to engine units and accessories.

### Man's Best Friend?

DOGS wandering uncontrolled on the public highways of Burnley, Lancashire, caused almost a third of the 788 accidents there during 1949. Accidents where damage was done to vehicles but not to persons numbered 513, of which 227 were caused by dogs.

### Motoring Abroad

THE increasing popularity of motor-holidays abroad is illustrated by the figures published by the R.A.C. of the number of members who took their cars and motor cycles to the Continent last year. In 1949, the club issued 20,016 carnets and triptyques and 18,423 foreign routes. These totals, which show an increase of nearly 100 per cent and 125 per cent respectively over the 1948 figures, are the highest ever issued by the R.A.C. in a single year.

Already, enquiries for 1950 touring are over 100 a week.

### Largest Producers

A RATE of production of 65 caravans a week has been achieved by Berkeley Coachwork, Ltd., of Biggleswade, Bedfordshire, and this figure, as announced by a director of the company, Mr. Charles Panter, at a meeting of agents at the Café Royal, Regent Street, London, on January 13, makes them the largest producer of trailer caravans in

the world. Previous production records had been held by an American firm. At the company's New Year dance, the same evening, Commander Stephen King-Hall was the guest of honour.

### Saga of Steel

THE triumphant story of the 1949 steel production year has concluded with a figure that handsomely surpasses the higher objective set by the *Economic Survey* for the year. The tonnage was 15,552,000, and the upper figure in the *Survey* was 15,500,000 tons. In fact, the table of performance compared with targets over the past few years is a strong argument for leaving the steel industry alone, especially in view of the performance of parallel industries which have been nationalized:

Year	Target	Actual Production
	Tons.	Tons.
1947	12,500,000	12,724,000
1948	14,000,000	14,976,000
	(raised in May to 14,500,000)	
1949	15,250,000-15,500,000	15,552,000

### North-West Passage

GOING north-west in search of real gold is another expedition organized by Smiths Motor Accessories, Ltd., of Cricklewood, London, N.W.2. It will be recalled that an expedition to Norway in February, 1949, resulted in data on car heating that have been considered in the design of heaters for some of the 1950 British cars, and the new trip will prove that British heating systems are capable of withstanding the intense continental cold that is experienced in the prairie country of Canada and in the interior of the U.S.A.

In charge of the expedition is Mr. C. S. Steadman, Smiths' heater development engineer, and he has instructions to proceed north-west as far as possible in search of "the real thing" in terms of minus degrees Fahrenheit. The party leaves today, January 20.

Some cars have been shipped from this country and others will be obtained from distributors in Canada and the U.S.A. The itinerary starts at New York, on January 25, includes Toronto, Winnipeg

### Election Petrol

ALL Parliamentary candidates will be granted special allowances of petrol coupons for the General Election campaign, for the use of their agents and themselves. Further allowances will be granted for the conveyance of voters to the poll. The latter allocation will be limited under the Representation of the People Act, 1949, to one car for every 2,500 electors in each borough constituency and one for every 1,500 in each county constituency.

Applications may be made immediately to the appropriate Regional Petroleum Offices.

and Chicago, and finishes in New York again on Saturday, March 4.

Norway provided experience of damp cold, owing to its proximity to the water mass of the Western Ocean, and the interior of the American continent provides the reverse, a dry, extreme cold caused by the winter cooling of a vast land mass.

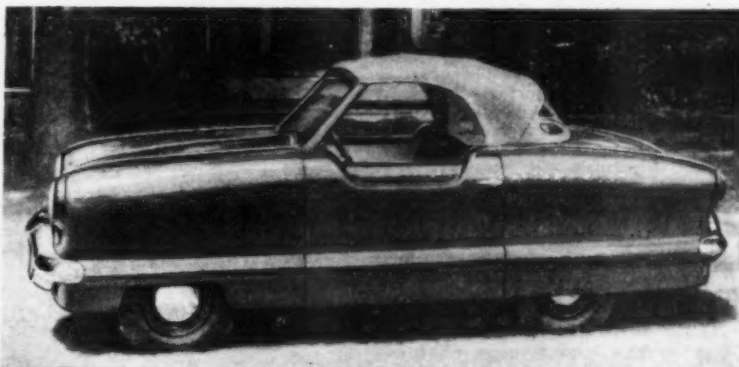
### Air Car-ferry

UNDER an associate agreement with British European Airways, Silver City Airways will continue to operate their Channel car ferry service from Lympne to Le Touquet. The company is planning to use additional aircraft this year and to carry at least 6,000 cars compared with the 2,700 of the 1949 season.

Fares are not likely to be decreased because landing fees at the English terminal are on a high scale in relation to the short journey. The company is already receiving bookings for many months ahead and Easter traffic is expected to be heavy.

### Story of a Firm

AN illustrated history of the Wolseley company has been written by St. John C. Nixon, entitled *Wolseley: A Saga of the Motor Industry*. It describes the growth of a famous firm from its rather curious beginnings, in a company for making sheep-shearing equipment in Australia, to the present and latest Wolseley models. The author was a participant in the Thousand Miles Trial of 1900, in which the third Wolseley model,



The side view emphasizes the simplicity of line and construction on the Nash prototype which was described last week (page 40.) The number of pressings is reduced to a minimum and the same door pressings seem to be used for both sides of the car.



So remarkably close in many of its main particulars to a good quality sports car is the new Auster model that permission was sought from this journal to call it "The Auster Autocar." A light four-seater costing £1,750, it weighs one ton, cruises at 105 m.p.h. on 6½ gallons an hour, has a top speed of 120 m.p.h. and carries 32 gallons of petrol. The engine is licensed for 1,500 hours (about 150,000 miles) between overhauls. With the aircraft in this picture is S/Ldr Randal Porteous, chief test pilot and sales manager of the company.

## NEWS and VIEWS

continued

driven by Mr. Herbert Austin, was successful, and he is thus well equipped to describe the changes and difficulties of the firm. The important part played in war production is also described.

In its growth—including amalgamation with the Siddeley concern in 1905 and purchase by the present Lord Nuffield in 1927—the company is largely representative of the history of the motor industry as a whole. The book is published by G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2, price 8s 6d.

### Million a Week

A NEW record was set up for the Austin company by sales in 1949, amounting to £52,041,000—over a million pounds a week. Austin vehicles despatched were 136,596, with 10,500 tons of spares. The company's spending locally exceeds £20,000,000.

### U.S. Car Exports Drop

IN spite of a record-breaking production year in 1949, American car export sales dropped to a new low point for recent years. The figures given by the managing director of the Automobile Manufacturers Association showed that production exceeded 6,000,000 vehicles, but that exports amounted to about 280,000 units. The drop is attributed to the dollar shortage in foreign countries.

### Maps for Winter Sports

THE fortunate few who have been able to arrange currency for a winter sports holiday in Switzerland will find the two latest Michelin "ski" maps of interest. No. 19 covers the eastern half and No. 20 the western half of the country, the scale being 1 cm to 2 km, and both are accompanied by a 30-page booklet which gives admirable advice to motorists and skiers, notes on the resorts and their facilities, and the addresses of the sporting and tourist associations

The maps show not only the roads, but also the railways by which cars can be transported, if the roads are snowbound, and also the classic ski runs—graded for beginners, average skiers and experts—bobsleigh runs, skating rinks, funiculars and telepheriques, and the positions of hotels and restaurants. The maps may be obtained from the larger booksellers at 5s each.

### Turin Show

THE 32nd Italian International Motor Show will be held at Turin this year, at last. The show will open on May 4 and continue until May 14, under the geodetics of the huge pillarless dome of the Palazzo delle Esposizioni, at Valentino Park, the largest hall of this kind in Europe. There will be 13 classes of ex-

hibitors, and the latest date for acceptance of applications is January 31.

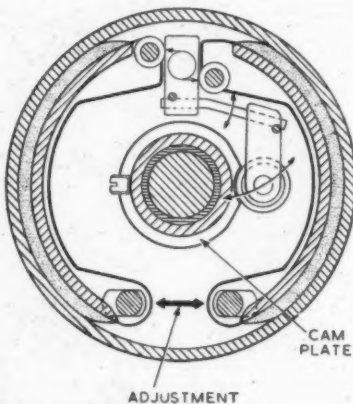
Foreign exhibitors' goods will enjoy special freight facilities. Full information may be had from the Comitato Organizzatore del Salone Internazionale dell'Automobile, 23, Via Fanta Teresca, Turin.

### M.G. Tank Capacity

THE petrol tank capacity of the new TD M.G. Midget, given as 11 gallons in the description and Road Test on pages 72-75 and 80-82 in this issue, should read 12½ gallons. This information from the M.G. Car Co., Ltd. has arrived too late for inclusion in the respective articles in the photogravure section.

## A NEW FRICTION DAMPER

IN these days, when the accepted types of suspension damper are almost universally hydraulic in principle, the advent of a new design depending on friction for the damping medium comes as a timely reminder that this pattern still



Construction and appearance of the G.M.S. Damper.

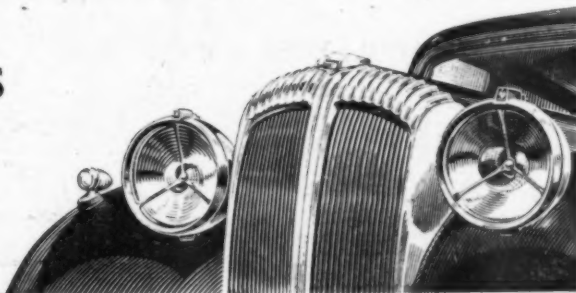
possesses possibilities. The latest example is the Swiss-designed G.M.S., which provides a progressive degree of damping, depending on the shape of a special cam plate which is designed for the particular application required.

As will be seen from the sketch, the damper consists of a drum containing two internal-expanding shoes, which are brought into contact with the drum by means of a roller running on the cam plate, and a connecting bell-crank. The initial movement of the arm in either direction is practically undamped, the resistance rapidly building up under the influence of the cam slope to a maximum value, beyond which it remains constant. At the opposite end of the shoes, an adjustment is interposed to allow the initial setting of the dampers to be equalized, and to permit compensation for wear.

The manufacturers of the damper, which has been extensively tested on the Continent, on many types of car, are V. Meyla: et Fils, 4, Rue de la Savonnerie, Renens-Lausanne, Switzerland.



NO CAR RISES TO THE GREAT OCCASION  
AS FITTINGLY AS  
THE DAIMLER





# NUFFIELD ORGANISATION

## **recommends Essolube**

### FOR THE NEW



The Nuffield Organisation recommends Essolube for the NEW M.G., latest in the line of thoroughbred, high-performance sports cars.

Essolube is also recommended for all other Nuffield cars: MORRIS, WOLSELEY, RILEY, MORRIS COMMERCIAL CARS.

Essolube is approved by Britain's leading Motor Manufacturers because its high quality, purity and efficiency help to get the best service out of good engines.

IT PAYS TO SAY

# Essolube



ANGLO-AMERICAN OIL COMPANY LIMITED



# Disconnected Jottings

BY THE SCRIBE  
Drawings by Barry Appleby

## Speeds

TO hand this day a missive from far-off Crows Nest, Sydney, Australia, containing some most interesting figures concerning speedometers, which most of us, to put it mildly, feel could well be less optimistic at the higher ranges than they are. While there are one or two unpredictable factors that affect accuracy, such as tyre dimensions, I am quite sure that all of them would not invariably cause optimism; but I have yet to read in a Road Test that the speedometer was 6 m.p.h. slow at 70 m.p.h.

A speed check on the highway outside Geneva recently provided the figures in question; motorists were invited to drive over a stretch at between 20 and 40 m.p.h. and be timed, in order to check their speedometers. Here are the results, which are more than a little surprising, although naturally there is no guarantee attached to the data:

Country of Origin	No. Tested	No. of Makes Fast	Slow	Correct
America	87	15	45	39
Britain	34	10	27	5
Germany	37	6	21	14
France	96	11	73	23
Italy	54	2	53	0

## Ridiculous

THE other day my luggage locker lid blew shut. The same night my rear lamp would not work, and it was not hard to find the reason why.

Let's look at the true absurdity of this. If I wanted to break a slender filament inside a lamp bulb I should give the bulb as hard a clout as it could stand short of breaking the glass; if I want to break a piece of copper wire in half, I bend it to and fro until it parts company. I want to do neither where my rear lamp is concerned, but the designer has made sure that I do by mounting them on the lid of the luggage locker. I call that design gone crazy.

Incidentally, pity the poor lamp manufacturer; he has to design a bulb that will not only stand up to the passage of current but will also with-



Periodical shock treatment.

stand the periodical shock treatment of the slamming locker lid. No wonder lamp bulbs are expensive.

♦ ♦ ♦

## Ghosts

A COLLEAGUE of mine, who has had occasion only recently to drive regularly in London during the wintertime, describes his experiences as extremely frightening, and not to be recommended to the weak-hearted. His main worry does not concern any lack of open road, traffic manners, or the number of one-way streets—but ghosts.

Several times, he says, only the regular use of scalp tonic has saved him



Misty pillars.

from grey hair. It seems that he just cannot get accustomed to the grey pillars of misty vapour which rise out of the middle of so many roads, through gratings connecting with the underground railways' system of ventilation.

He has my sympathy, but I suppose we can hardly ask for the fumes to be ejected on to the pavements, and where else is there?

♦ ♦ ♦

## Chronicler Awheel

THE SCRIBE usually appreciates Mr. J. B. Priestley as a broadcaster, and literary instincts cause him to take much pleasure in his language, which is rich, and as much like the enervate effusion of some contemporary broadcasting as cream is like skim milk. His recent series of broadcast talks, "From Bicker to Blue Anchor," were made possible largely by his electing to travel by car. One would have expected perhaps a choice of the Vesey-Fitzgerald stick-and-hobnail method, as befitting a solitary, and a man of letters. But the range of the travelling made it evident that a car was essential. Mr. Priestley was enthusiastic. He does not drive himself, and he gave the musing temperament as the reason for this, but he was able to describe the peculiar motion of a car, as it seemed to him, with evident pleasure. This was refreshing to me, coming as it did

from quarters where opposition to the car might be expected. This magic carpet method of travel lay behind his rapid survey of quite a lot of England.

♦ ♦ ♦

## Modest Violet

IT came as a surprise the other day to hear an experienced motorist criticizing a car with excellent all-round visibility and a wide rear window. "It makes me feel like a goldfish in its bowl. I like a little privacy," he said. Now I come to think of it, that is a British weakness—the carriage to oneself, the lace curtains, the tiny casement windows, the thick screens of hedge and trees round the garden, and the triumphant claim that "we are overlooked by nobody." But I had not thought of it as applying to cars, which are not easily directed by peering through slits and around stout pillars.

No doubt the car manufacturers have it in mind, together with the incompatible loves of half-timbering and chromium, among Factors Which Affect Design.



"Like a little privacy."

♦ ♦ ♦

## Not What He Meant

GENTLE leg-pull from the Netherlands comes in the form of a letter commenting on a recent request in "Information Sought." The seeker after knowledge—a Lancaster owner—wanted hints on obtaining maximum fuel consumption. Well, now. . . .

My Netherlands correspondent suspects that the mysterious international oil ring (*vide* Left-wing press) is behind this, darkly seeking to stimulate world petrol consumption until it can get a stranglehold on the last of the democracies—whichever one that was. Pushing his suspicions firmly aside, however, on the assumption that it was a genuine motorist who wished to burn up the gas, he suggests fitting the carburettor from an old A-model Ford and then giving the screw a few turns to the left. He had once done it on a 1933 Chrysler. The result was 85 m.p.h. . . . but at precisely 10 m.p.g.



Austin's A.90 cutaway exhibit, as seen at the London Show, is the centre of attraction on the stand, and is seen here with the A.70 and A.40 models. An A.90 convertible is just visible on the left.

Acknowledgment is made of the co-operation of the S.M.M.T. statistical department and of M. Picard, Commissaire Général of the Salon de l'Automobile et du Cycle. In providing data of the new car registrations and imports into Belgium.

## BRUXELLES, 1950

### REPRESENTATIVE DISPLAY OF BRITISH CARS AT COMPETITIVE PRICES ATTRACTS ATTENTION

**L**AST Saturday the Burgomaster of Brussels, M. Van de Meulebroeck, opened the 33rd Salon de l'Automobile in the Grands Palais du Centenaire, which remains open until January 25. This is the third post-war Brussels Salon, and like its two predecessors it challenges the famous Paris Salon for the artistic decoration of its immense halls.

M. Picard, Secretary of the Salon, gave the figure of 4½ million francs, or approximately £30,000, as the cost of decorating the exhibition, the main hall of which has a false ceiling of brown and cream material arranged in panel formation, for which many kilometres of fabric were utilized. In addition there is the cost of the lighting system by triple rows of strip fluorescent tubes, of which a feature is three star patterns of white and green beneath three circular central panels down the middle of the ceiling. This brilliant display is reflected in the

gleaming panels of the cars, the whole effect being calculated to show the exhibits off to advantage and at the same time to exhibit artistry in itself.

In this brilliant setting British cars are well displayed. They make a good showing, and attract much attention and favourable comment, for the effect of currency devaluations has made possible substantial price reductions. This is an important matter to the British motor industry, for in 1948 Belgium was its fourth best customer. Then, however, for the early part of the year there was a sellers' market, although towards the end of the year this became a buyers' market. Seasonal fluctuations also came into the picture, but on the whole sales of British cars had fallen off during 1949 until devaluation came to their aid.

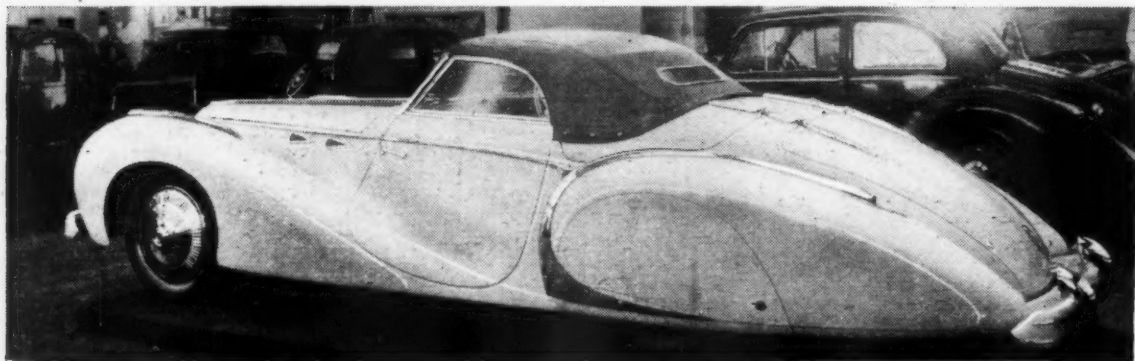
This is indicated by the accompanying graph, which shows the importation of American, British, and French cars

month by month during the last three years. Actually new registrations of cars in Belgium for the first three quarters of 1949 also provide evidence of the position, as follows:—

#### \* BELGIAN NEW CAR REGISTRATIONS

Country of Origin	3 months March	3 months June	3 months September
U.K. ...	2,154	3,291	2,445
U.S.A. & Canada	4,462	5,697	5,929
Czechoslovakia...	394	396	463
France ...	3,163	5,498	3,275
Germany ...	667	1,595	1,299
Italy ...	176	231	361
Sweden ...	34	18	13
<b>Total</b> ...	<b>11,050</b>	<b>16,726</b>	<b>13,785</b>

In 1948 British cars held second place to U.S. productions with 13,816 cars imported as against 22,645 American and



Faoutchik's stylish coupé on a Lago Talbot embodies chromium wing mouldings.

Canadian vehicles, with France in third place with 8,408. During 1949, however, although the totals are only provisional at the present time, while America remained in first place with 22,402, France took second place with 14,366, largely owing to the success of the 4cv Renault minicar, and the U.K. came third with 12,635. Another important factor is shown clearly by the following table, in that German cars in the shape of the Volkswagen came decisively into the Belgian market in 1949, more than trebling their 1948 sales.

BELGIAN CAR IMPORTS

Country of Origin	1946	1947	1948	1949*
U.S.A. and Canada ...	3,407	18,625	22,645	22,402
U.K. ...	3,824	10,101	13,816	12,635
France ...	3,236	14,862	8,408	14,366
Italy ...	—	1,244	641	1,014
Czechoslovakia ...	274	1,758	355	1,872
Germany ...	6	72	1,674	5,295
Sweden ...	7	103	180	90
<b>Total ...</b>	<b>10,754</b>	<b>46,765</b>	<b>47,719</b>	<b>57,674</b>

\* Provisional figures.

However, the effect of devaluation has been very noticeable, and it was stated in Brussels during the opening days of the Salon that when the latest figures are available in detail they will prove that British imports actually exceed those

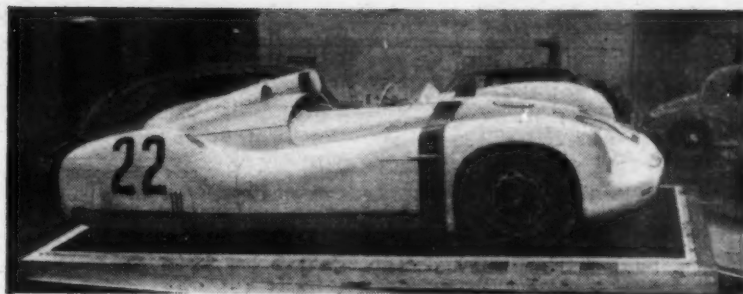
## IN THE 33rd BRUSSELS SALON

from America. Apart from the question of currencies, however, there is another encouraging factor. The price of petrol is being reduced in Belgium by a decrease in taxation, in order to bring it into line with its price in the other Benelux countries. At the same time, in order to make good the loss of revenue to the Exchequer, there is to be an increase in the "circulation tax," which is equivalent to a horse-power tax. This is likely to be an average increase of 50 per cent, rather less on the smaller cars and rather more on the larger and more powerful vehicles. Details had not been announced at the time of writing but it was feared by those concerned with the sales of larger cars that the annual tax might amount to as much as £100 on their vehicles.

Undoubtedly, therefore, conditions during 1950 are likely to be favourable for the small and medium-sized classes. Belgian motorists are also showing signs of being less partial to large cars, and there is a tendency to own a small economical car for town use and a larger car for serious Continental journeyings over long distances.

Certainly there is a wide choice of British cars on the Belgian market, and the registration figures for new cars for the first quarter of 1949 show that Standard held pride of place with 737, Vauxhall coming next with 331, Morris 320, Hillman Minx 252, Ford 232, and Austin 209.

As regards actual exhibits in the Grands Palais the Austins have an excellent position. The A.40 Devon saloon is shown in a serviceable grey finish, a colour much favoured in Belgium for its practicality, and also in a pleasing red shade. Its price is 66,900 francs (£478 at the present rate of 140 francs to £1) as against 83,900 francs (£479 at the pre-



Rear-engined sports machine from Czechoslovakia—the Tatra T87, the front end of which shows the influence of the German racing cars of the period immediately before the war.

devaluation rate of 175 francs to £1). The A.70 Hampshire saloon is likewise available in grey or in brown, the present price being 91,300 fr as against 109,950 fr previously.

Similar price reductions have been effected in the A.90 Atlantic, of which the sectioned sports saloon in cream and black is exhibited on its turntable, as well as the cabriolet. The sports saloon price is 132,800 fr, and the cabriolet now costs a Belgian purchaser 118,600 fr with manual operation of the head, instead of 142,500 fr.

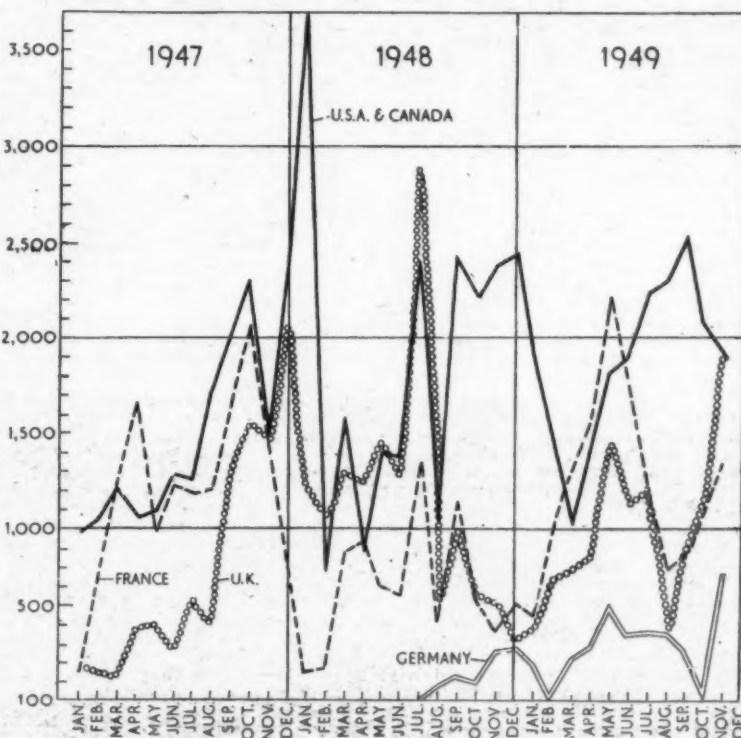
The Sheerline saloon in grey metal-essence finish has been reduced from 314,000 fr to 224,000 fr. The newly introduced limousine costs 245,500 fr and the imposing black example exhibited has many admirers.

Armstrong Siddeley have a two-door cabriolet by the Dutch coachbuilder Pen-

nock, of The Hague, which has the frame reinforced in deference to Belgian roads, also greater than standard ground clearance. It has nicely proportioned dimensions, with an extra inch or two in width of seats and a slightly larger single-panel fixed screen. It is finished in maroon, with beige leather upholstery piped in maroon. The head is well padded to give a good appearance, but it folds neatly none the less. The price is 220,000 fr (£1,590).

Also on view is a black Lancaster saloon, its price now 168,000 fr as against 187,000 fr previously. The recently introduced Whitley costs 162,000 fr.

Rover are also well placed, and a blue-grey example on a turntable is backed up by a black one and by a chassis from which the many interesting mechanical features can be picked out. A little farther along the same aisle is a Bristol open sports two-seater, with a well-raked



Comparative curves of car imports from various countries into Belgium.



## BRUXELLES, 1950 . . . . . continued

V-screen and well curved and shapely tail. It is finished in green with cream wheels.

Three examples of the Riley are on view, a 1½-litre brown saloon priced at 120,000 fr, a black 2½-litre drop-head coupé, and the cream open sports model which seats three abreast in comfort, their prices being respectively 149,200 fr and 148,300 fr. Both the M.G. saloon and drop-head are shown, and Vauxhall's Wyvern and Velox. The Wyvern costs 66,000 fr.

Those manufacturers who assemble their products in Belgium, and who utilize Belgian materials for painting, trimming, and so on, have reaped the benefit of a reduction in import duty, but they do not now obtain the full value of the adjustment in exchange rates. At the same time the price reductions shown are considerable, a case in point being the Standard Vanguard, which now costs 89,000 fr as opposed to 94,500 fr.

Standard assembly is carried out by Imperia, who have produced a very attractive drop-head body having seat-

priced at 119,900 fr and the Four Fifty at 110,500 fr.

Bentley and Rolls-Royce are rather hidden away at the end of the huge hall but are by no means neglected. Bentley show the grey and black Park Ward drop-head coupé which was so admired at the London Show, price 706,000 fr. The black Silver Dawn Rolls-Royce saloon costs 550,000 fr and the sedan by H. J. Mulliner, a razor-edge design, 868,000 fr.

Jaguar and Singer are more unfortunate still in stand position, for they are amongst the accessories. Nevertheless they make an excellent display, the sleek white XK120 sports model naturally having the position of honour, and being flanked by a black 3½-litre drop-head and a palest green metalescence 3½-litre saloon. Prices are 192,000, 184,000 and 174,000 fr respectively.

Both S.M. 1500 saloon and Nine roadster are shown by Singer, the saloon attracting attention for its roominess and good lines.

Rootes products are grouped together.



An open two-seater Bristol sports model, very cleanly styled and carrying the minimum frontal ornament.

ing for three abreast with an occasional seat behind. The lines are graceful and an appearance of added length is given by chromium decorative strips along the wings. The rear wings are a feature of the design and blend well with the tail curvature. The seats are separate, and the centre portion has the squab constructed to fold forward and form a broad armrest when only one passenger is carried in addition to the driver. The price of this model is 117,500 fr.

The Triumph Mayflower in grey metal-essence rotates slowly on a turntable, and a blue-grey example has would-be owners constantly trying out its seating. The 2000 saloon is also shown, and its knife-edged style still looks distinctive.

Several examples of the Jowett Javelin show the wide range of colours available. The Morris range is well staged, and the shapely little Minor green saloon and grey drop-head cost 61,700 fr, the Oxford 85,200 fr and the Six 105,100 fr. Hard by are the Wolseleys, the Six Eighty

The Hillman Minx is a favourite in Belgium, and the Humber Hawk gun-metal finished saloon and the imposing Pullman limousine in dark maroon show that excellence of finish which pleases the discerning Belgian motorists. The Sunbeam Talbot 90 in pale green completes a strong programme. Price reductions are attractive, the Minx saloon, for example, now costing 68,000 instead of 85,500 fr.

Ford is well represented because of its numerous production or assembly plants in Europe. The Anglia price is 52,500 fr, and the Prefect 59,900 fr. The Taunus reappears from the German factory, similar in specification to the Prefect but with a two-door four-light body of semi-streamline shape, a V-screen, and instruments neatly grouped on the simple style fascia. Its price is 75,000 fr.

Germany makes quite a strong showing, in fact, for there are many examples of the Volkswagen—of which 4,000 were imported during 1949—and in addition the Opel, B.M.W., Mercedes, and Hansa

Borgward. The Opel four-cylinder Olympia saloon costs 61,500 fr and the six-cylinder Kapitän 83,000 fr. The price of the Volkswagen is now 52,900 fr and a de luxe edition with better finish and trim costs another 6,000 fr.

Of the French contingent, both the little Renaults and the Dyna-Panhard are constantly besieged and there is no doubt of the potential market for these very small cars. The same is true of the little Fiat and the Simca. The white and gold Renault on its turntable is a draw, so are three Dynas apparently chasing each other on a single turntable. The Renault now costs only 45,500 fr.

Citroën also has a strong Belgian following and it is given a slightly more luxurious finish, and costs 80,750 fr. The six-cylinder saloon is also on the stand.

Of the larger and more expensive French cars there are several examples of Delage, Delahaye and Talbot, both with standard and special coachwork. One of the most attractive is a Saoutchik drop-head Talbot finished plainly in a cream shade with not too much chromium plate. The Peugeot 203 streamline saloon is another strikingly finished exhibit, the lower part being in beige and the upper half in maroon.

## The Americans

Some of the latest U.S. designs make their first appearance in Europe and while in general the specifications appear little changed their styling shows a certain amount of restraint. Indeed, apart from their still distinctively wide radiator grilles, which do not, however, seem to be quite so deep as formerly, they show almost a European tendency in lines and proportions. The Dodge Coronet saloon, for example, has a graceful well-defined rear panel and tail, with a curved rear light and a V-screen. The same tendency is observable in the Chrysler Windsor saloon and the Plymouth.

On the other hand the Oldsmobile Futuramic has more streamline tendencies, with a curved screen, and a curved rear window with side panels to it extending into the quarters. The quarter-lights swing down to open, and, like the door windows, are raised and lowered by an ingenious rocking switch in place of actual push buttons. The rear wings merge into vertical fins and carry long chromium motifs above the indicator and tail lamps.

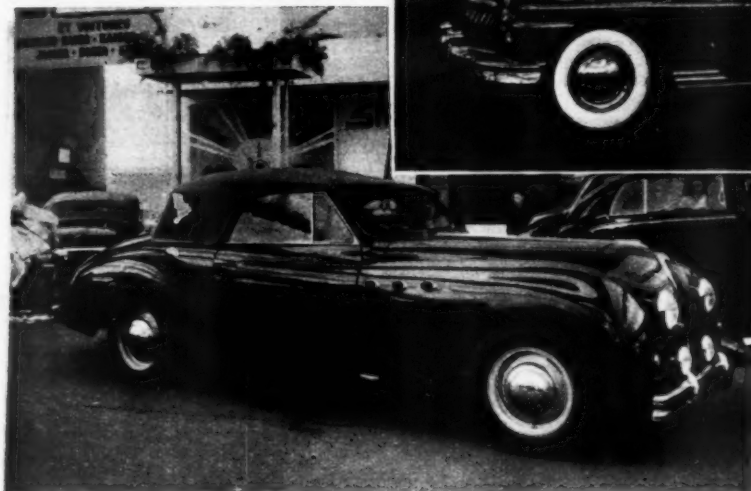
The Packard also has a streamlined rear panel, and the rear wings carry large oval-section lamps. The screen is of V-type, with a pronounced rake. Bonnet motifs on U.S. vehicles tend to become larger and more ornate, a flying swan appearing on the Packard, a red Indian on the Pontiac, and what appear to be jet-propelled aircraft or rockets on others. But on the whole there are signs of restraint amongst American stylists.

One new American car, the Keller, makes its début and is described as a prototype. It is conventional except for its independent front suspension by means of swinging arms carried on horizontal pivots at the front and curving backwards and outwards to carry the king pins. Thus on deflection the angle of inclination of the king pins, or camber, varies appreciably. The engine is small by U.S. standards, 2,655 c.c., and has four cylinders of 87.31 x 111.12 (58 b.h.p. at 3,000 r.p.m.), and side valves. An orthodox three-speed gear box is used.





**BELGIAN.** Built by Imperia, the Vanguard convertible has an appearance of greater length. It seats three abreast and has an occasional interior seat in addition.



**AMERICAN.** A De Soto convertible with characteristic American rubbing strips along front and rear wings.



**FRENCH.** Characteristically French in lines and proportions, the 2.7-litre Lago Baby model of the Talbot retains a vertical radiator grille.

**ITALIAN.** Considerable rake is given to the V screen of the Farina-bodied Alfa-Romeo convertible, which exemplifies the Italian cleanness of line.



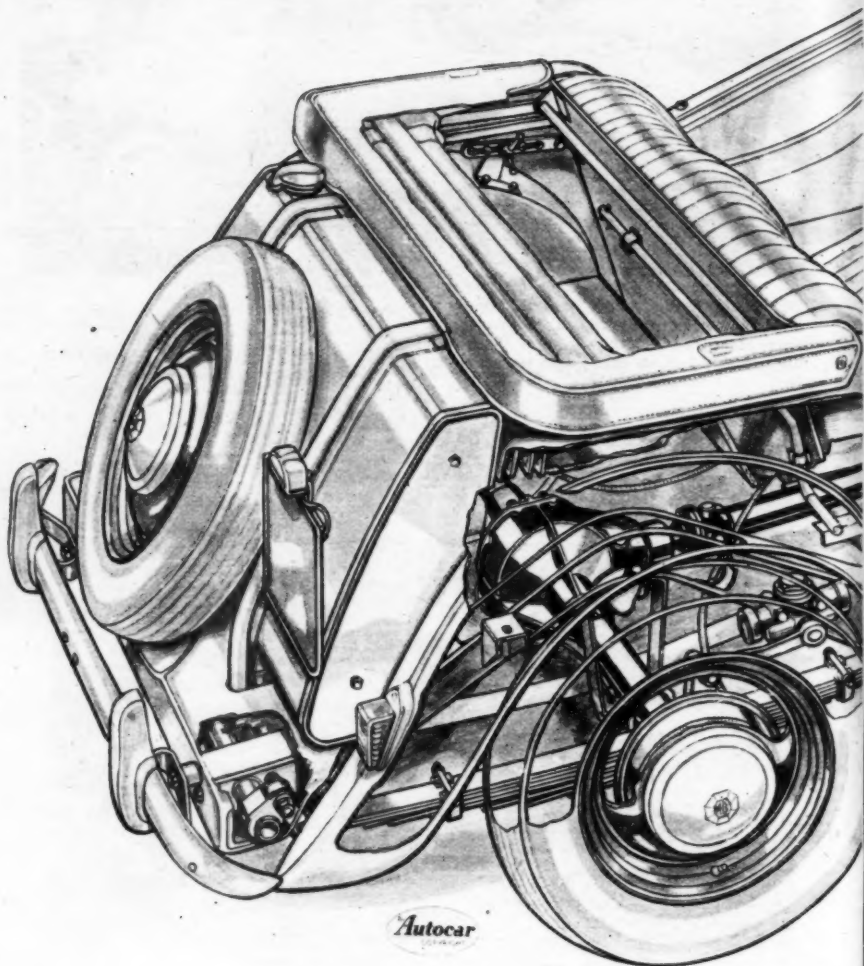
**DUTCH.** This Armstrong Siddeley convertible (below) is by Pennock of The Hague; it has a large single-panel screen and is slightly wider over the seats than are standard productions.

Décor: special ceiling lighting for the Salon.

## BRUSSELS: a page of convertibles

# M.G. Midget Redesigned

FAMOUS SMALL SPORTS CAR  
APPEARS AS THE 1950 SERIES  
TD, WITH INDEPENDENT FRONT  
SUSPENSION, BOX SECTION  
FRAME, WIDER BODY, AND  
MANY DETAIL IMPROVEMENTS



Autocar



The honest to goodness radiator is continued. A straight-across bumper is provided with substantial over-riders. Head lamps remain exposed in an advantageously high position.

**M**EET the new "Midge." Everybody calls the well-loved M.G. Midget the Midge, so it might just as well be printed. The Series TD may be new, but it still looks like a Midge, and has not "gone all futuristic," for which many thanks, people will say. A sports car ought to *look* like a sports car, and its innards ought to be accessible so that fans can personally keep it in tune; they should not be hidden beneath billows of bent tin. The latest Midget is, however, a little fatter and more solid than before.

During recent years a swarm of Midgets has gone far round the world earning hard currency. They have made many new friends, especially in America, and from these new friends have gradually come various suggestions, mostly requesting modernization.

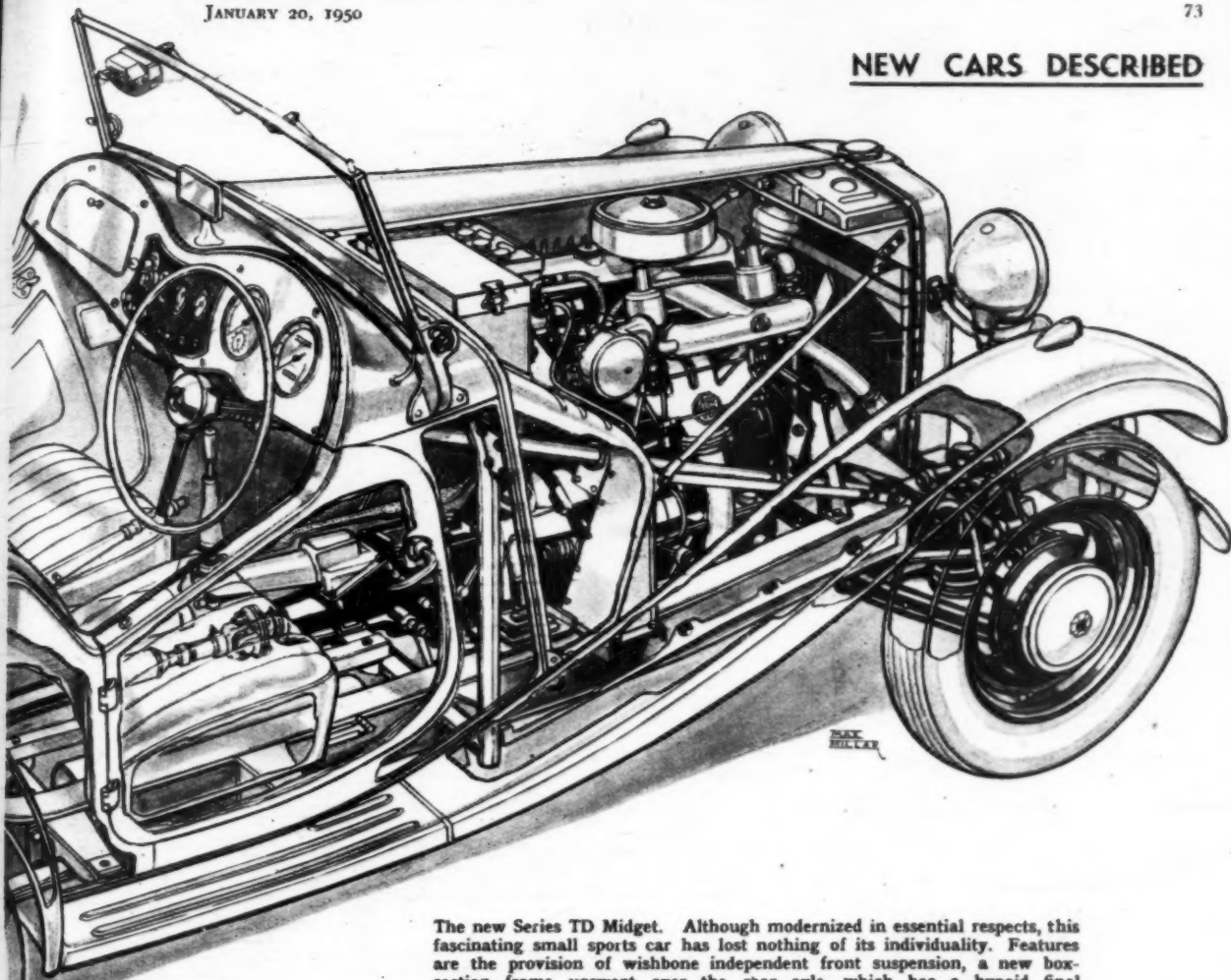
The M.G. team sat down to a round table conference to sift out all the suggestions and to decide what might be done to increase the attractiveness of

the Midget without spoiling its unique character. A prototype was made and rigorously tested, and from that the Series TD has been developed.

The first point was to improve the suspension, so that the lively car could maintain its performance over indifferent roads, and a higher degree of passenger comfort could be obtained. That entailed changing over to independent front suspension. It was, of course, imperative that a softer suspension should not in any way impair the much appreciated Midget qualities of road holding and accurate steering, so a new frame was necessary, and a new steering to match the suspension. The right solutions already existed on the 1½-litre M.G. saloon—the "Comfort Fast" sister of the Midget.

Thus the TD has a new frame, side members of light gauge steel welded to form a large box section, and tubular cross members, a frame similar to that

## NEW CARS DESCRIBED



The new Series TD Midget. Although modernized in essential respects, this fascinating small sports car has lost nothing of its individuality. Features are the provision of wishbone independent front suspension, a new box-section frame upswept over the rear axle, which has a hypoid final drive, a wider body than before, a gear box with an extended tailshaft to shorten the propeller-shaft, large-size hydraulic spring dampers, and a safety roll bar type of support underneath the scuttle structure.

of the 1½-litre except for one major point—the side members are not underslung beneath the rear axle, but are arched over the top of it, whereby the ground clearance is increased, an important point when softer suspension is operating over bad roads.

This new frame has a rather unusual provision. Across and above it in the region of the scuttle is welded a hoop of stout steel tube which has a double purpose. It adds support to the scuttle structure and steering column, and it provides protection for the occupants if the car should be overturned during some hectic trial.

Built into the front end of the frame side members is a downward arched cross member of large box section, which provides the mounting of the i.f.s. linkage. The system embraces the use on each side of a lower wishbone with its fulcrum anchored in rubber bushes to brackets beneath the cross member.

The wishbone is triangulated and the fulcrum points are spaced well apart in order to give longitudinal rigidity. To the apex of the wishbone is attached by means of a joint the lower bearing of the swivel pin. At the top of the swivel pin is a second bearing jointed to a triangular link which forms the upper wishbone and has its fulcrum in the main bearings of a double-piston hydraulic damper.

Two points of detail to note about this suspension system are that the swivel pin bearings are buttress screw threaded so as to provide a large area over which vertical thrust is spread, and the hydraulic dampers are the latest type of Luvax Girling with pistons of 1½in diameter. Actual suspension is provided by a low rate coil spring on each side, which is compressed between a housing formed in an extension of the front cross member and a pan built into the lower wishbone.

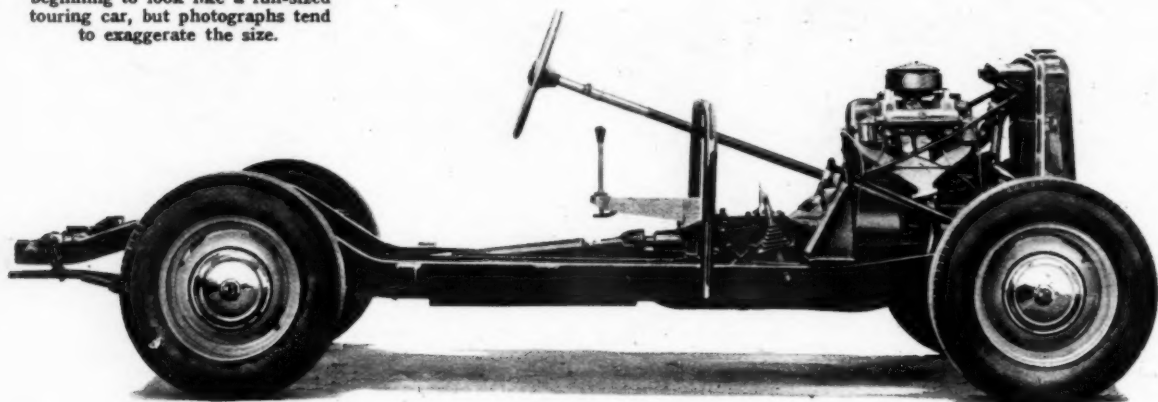
For the steering a direct-acting helical toothed rack and pinion gear is used, the ends of the rack being connected to the steering arms of the stub axles by jointed rods, so that steering and tracking are performed by the same unit. The position of the joints is such that the rise and fall of the suspension does not affect the steering. This system again is similar to that used on the 1½-litre saloon. The rear springs are laminated half-elliptics on rubber bushes, controlled by hydraulic dampers, and of a lower rate than formerly in order to conform with the i.f.s. Comfort is thereby increased.

It will be noticed that the familiar wire wheels have given place to disc wheels. There is a particular reason for this change. When this independent suspension system and the particular form of steering are used, the steering arms and links project rather far into the plane of the wheel, and to give the

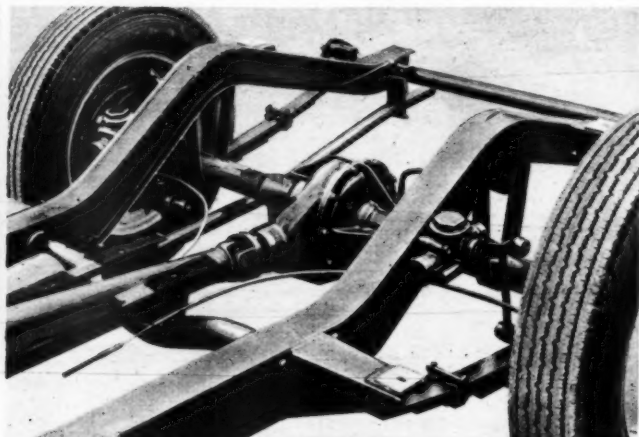
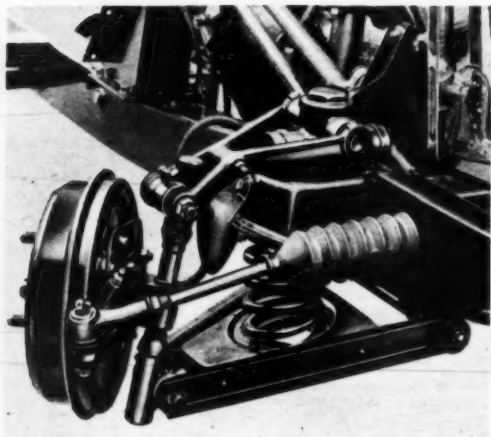


**M.G. Midget**

One unexpected effect of the disc wheels from this angle is to emphasize the increase in width of the new M.G. (The track has been increased from 3ft 9in to 3ft 11½in front, and 4ft 2in rear). With the hood up, the Midget is beginning to look like a full-sized touring car, but photographs tend to exaggerate the size.



The sturdy design of the frame is revealed by this picture. Observe the roll bar structure which strengthens the scuttle when the body is mounted. The remote-control gear box is preserved.



Simple wishbone linkage of the M.G. i.f.s. The hydraulic dampers are of large size, 1½in bore. Thrust on the king pins is taken by screw-threaded bushes. Notice the direct coupling of the rack and pinion steering to the steering arms, and the pear-shaped rubber "stopper" against which the wishbone pan makes contact when approaching full spring compression. Right: The side members of the new box section frame are swept up over the rear axle instead of beneath it as on the 1½-litre saloon. Final drive is by hypoid bevel.



## Redesigned . . . continued

necessary clearances a somewhat undesirable arrangement of wire spokes would be necessary. A dished disc wheel avoids these perplexities. The new disc wheels have large chromium plated nave plates, and the appearance is quite pleasing.

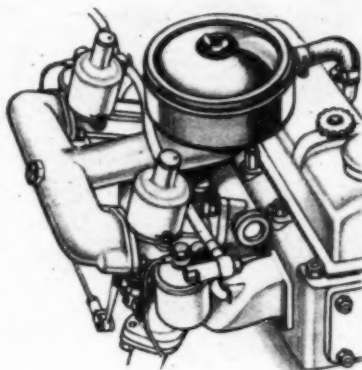
Since one of the main assets of the Midget is its capacity to cover the ground fast without a heavy consumption of fuel, it was considered that no change in the excellent existing power unit was necessary. The four-cylinder 1,250 c.c. overhead valve engine is continued practically without alteration. It is able to develop 54 b.h.p. The only change of note is the provision of a T-shaped air intake pipe to the two S.U. carburetors, drawing through a single oil bath air cleaner. Efficient air cleaning plus full flow oil filtration should preserve the engine in dust-laden climates.

The mounting of the power unit in the chassis is similar to that of the 1½-litre. The front rests on a rubber pad, the tail of the gear box rests on twin rubber cushions, and a rubber buffer resists rebound movement. The engine is prevented from undue rocking movement by an adjustable tie fairly high in front. It has, therefore, a cushioned mounting, but one in which any excessive movement is prevented.

As before, a four-speed gear box with

a short remote central gear lever is provided. But the gear box is improved; it is more compact, and the shafts have roller bearings. The tail of the gear box extends farther than formerly in order to reduce the length of the propeller-shaft. The clutch operating mechanism is cable controlled in a manner insulating it from engine movement. Aft of the open propeller-shaft is another innovation, a hypoid bevel rear axle drive.

Last, but not least, in the mechanical specification is the adoption of the latest Lockheed two-leading-shoe hydraulic



One of the features of the engine of the M.G. TD is the T-shaped air intake to the two S.U. carburetors connecting to an oil bath air cleaner.

brakes with 9in drums. The hand brake lever is of the pull-up type, centrally situated, and provided with a press-button ratchet; that is to say, the brake lever does not stay in the "on" position unless the button is pressed.

Although the Midget has not departed from its familiar and attractive styling, from its honest radiator to the large fuel tank at its tail, the body has been modified to considerable advantage, giving extra room, and the car as a whole is four inches wider. This does not detract from the appearance; in fact, the general impression is of increased sturdiness. There is much more room and luggage space. The single seat squab is adjustable for angle. The body is an open two-seater, with steel panels and leather upholstery, and the windscreen can be folded flat forward. Detachable side

Functional style of the back of the car with the snap filler cap over the large tank, and the spare wheel, easy to reach. Two spare wheels can be had as an extra for competition purposes. In the latest arrangement of the instruments the speedometer and rev counter dials are in front of the driver, over the minor controls grouped in a central panel.

### M.G. MIDGET SERIES TD SPECIFICATION

**Engine.**—4 cylinders, 66.5×90 mm, 1,250 c.c. Overhead valves operated by push rods. Three steel-backed main bearings. Pump and fan water circulation. Forced oil feed by gear pump; full-flow oil filtration. Twin S.U. semi-down draught carburetors. Compression ratio, 7.25 to 1. Maximum b.h.p., 54.4 at 5,200 r.p.m. Piston speed at max. b.h.p., 3,068ft per min. H.P. per sq in of piston area, 2.5. Road speed at 2,500ft per min piston speed, 61.18 m.p.h.

**Transmission.**—Single-plate Borg and Beck clutch. 4-speed gear box. Overall gear ratios: Top 5.125, third 7.098, second 10.609, first 17.938 to 1. Hardy-Spicer open propeller-shaft. Hypoid bevel final drive.

**Suspension.**—Wishbone and coil spring independent front, half-elliptic rear. Luvax Girling hydraulic dampers.

**Steering.**—Helical toothed rack and pinion. Right or left hand. Column adjustable for reach.

**Brakes.**—Lockheed hydraulic, two-leading-shoe, in 9in drums. Cable operated hand brake on rear wheels with adjustment at central hand lever. Total friction area, 99.48 sq in.

**Tyres and Wheels.**—Dunlop 5.50×15in tyres. Bolt-on disc wheels.

**Fuel System.**—11-gallon rear tank. S.U. electric pump. Claimed fuel consumption 39 m.p.g. at steady 30 m.p.h. Maximum fuel economy 42 m.p.g. at steady 20 m.p.h.

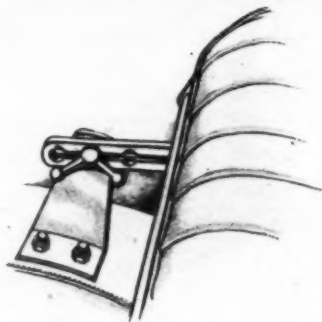
**Electrical Equipment.**—Lucas 12-volt, with automatic advance and c.v.c. dynamo. Both head lamp beams dip. Twin stop and tail lamps, twin horns.

**Main Dimensions.**—Wheelbase, 7ft 10in (238.8cm); track, front, 3ft 11½in (120.3cm); rear, 4ft 2in (127.0cm); overall length, 12ft 1in (368.3cm); height, hood down, 3ft 9in (114.3cm), hood up, 4ft 5in (134.6cm); width, 4ft 10½in (148.9cm). Ground clearance, 6in (15.24cm). Weight (chassis only) 1,155lb (519.75kg).

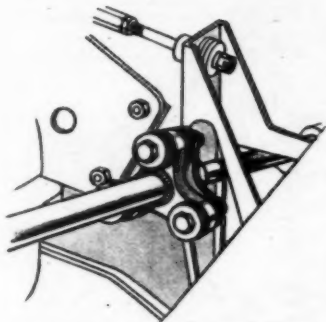
screens are provided. The spare wheel is mounted at the back of the fuel tank, which has a quick-release filler cap.

Another feature is a rearrangement of the instruments. As before, the scuttle has two rounded humps. On the face of that opposite the driver a 5in speedometer and 5in rev counter with clock are mounted. There is a central panel carrying the ammeter, oil gauge, light switches, dip switch, horn button and minor controls, and on the passenger's side is a locker fitted with a lid. Provision is made for extras such as an inbuilt radio, chromium-plated luggage rack, twin spare wheel carrier, 6-inch rear tyres and wheels for competition purposes, fog lamp with support bar, and badge bar.

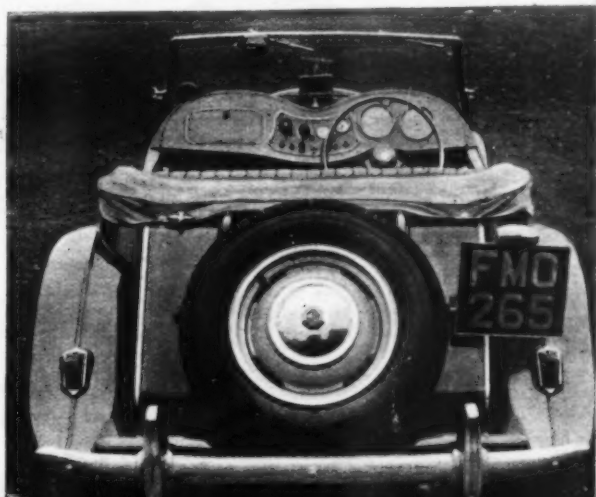
A Road Test of the new TD M.G. will be found on pages 80-82.



The angle of the back squab of the front seats can be set to suit the driver, and can be locked by the clamping screw shown. The seat cushion is adjustable for leg reach.



Flexible joint in the steering column of the M.G. Above it is the torque reaction tie for the engine mounting.



# OPEL OLYMPIA REAPPEARS



The cabriolet body is retained and there is also a saloon (left).

## REDESIGNED I.F.S. AND REVISED BODY STYLING

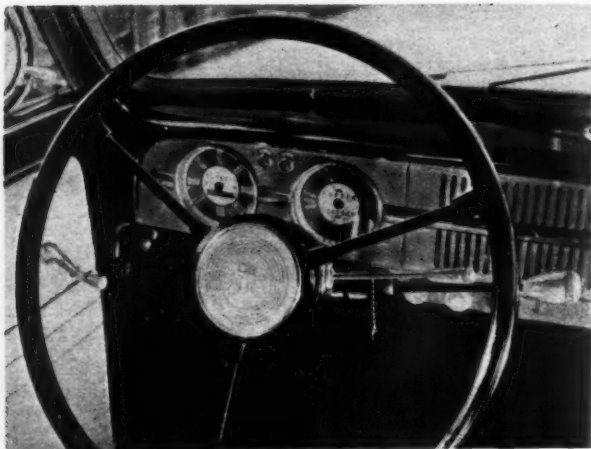
**T**HE appearance of the Opel Olympia in 1950 guise early this year in Germany revealed the effect of post-war influences on the externals of a design that is basically as first described, with the smaller engine, in *The Autocar* of February 18, 1938. The German company is now restored to General Motors, under whose management it was when the new models created much interest in 1938. The Olympia then was unusually modern, with Dubonnet-type i.f.s. and integral construction. It was sold in this country for the very low price of £180.

The new Olympia retains most of the features of the original design; the 1.5-litre engine, of more than "square" bore and stroke, now has an improved downdraught carburettor and gives 37 b.h.p. at 3,500 r.p.m. An important change is the fitting of a four-speed gear box, with synchromesh on second, third and top. All the ratios, with the exception of the final drive, are slightly higher.

The most important change is the use of wishbones and coil springs for the i.f.s. in place of the Dubonnet suspension. Detroit influence will be noticed here, and the suspension may be interestingly compared with that of the Holden car, last referred to in *The Autocar* of August 26, 1949, with its cranked yoke-piece and rubber-insulated bolts which protect the frame from suspension vibration. Rear suspension is by half-elliptics in dust-proofing gaiters. The housing for a conventional spiral bevel final drive carries one end of the rear spring dampers.

The body exterior retains much of the previous appearance, with the repetition of head lamp fairing and upper bonnet line, but much of its sobriety is lost in the heavily chromed and horizontal radiator grille, more massive bumpers and redesigned wings; a chromium strip on the rear mudguard is balanced by another on the upper body. At the rear a curious finned appearance is presented, the fins carrying the stop and tail lights.

Instruments are grouped in two dials. There is now a steering column gear change; the smaller lever operates traffic signals. Right: Wishbone and coil spring i.f.s. replaces the Dubonnet type.



The spare wheel is encased. Opels are on show at Brussels.

Internally the car is practical, with instruments compactly grouped within two dials only, under the wheel. The gear change is now on the steering column, with a small lever on the same side for traffic signals. There is provision for radio, heater and de-mister. Seating is for four, with bench seats front and rear, though room might be restricted for the fifth person by the pronounced shaft tunnel. Upholstery used to be on simple lines on the Olympia and this has been quite pleasantly maintained with the present ribbed cloth, neat and practical. A previous Opel feature, an impression of lightness and spaciousness, is retained, this being qualified only in the instance of the luggage compartment, which is reached from behind the rear seat an arrangement which involves tilting forward the front seat squab in order to lift luggage into the car.

The price of the Olympia is now dm 6,785, which is slightly less than £600.

### OLYMPIA SPECIFICATION

**Engine.**—4 cylinders, side valves, 80x74 mm, 1,488 c.c., 37 b.h.p. at 3,500 r.p.m.

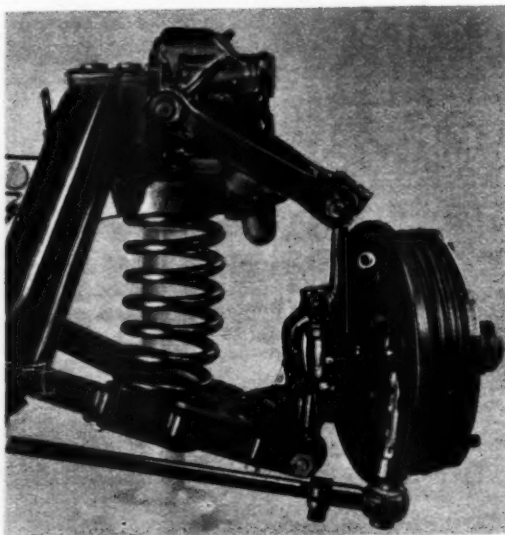
**Transmission.**—4-speed gear box. Steering column change; overall ratios 4.56, 5.02, 7.63 and 16.33 to 1.

**Suspension.**—Front, independent with wishbones and coil springs. Rear, half-elliptic.

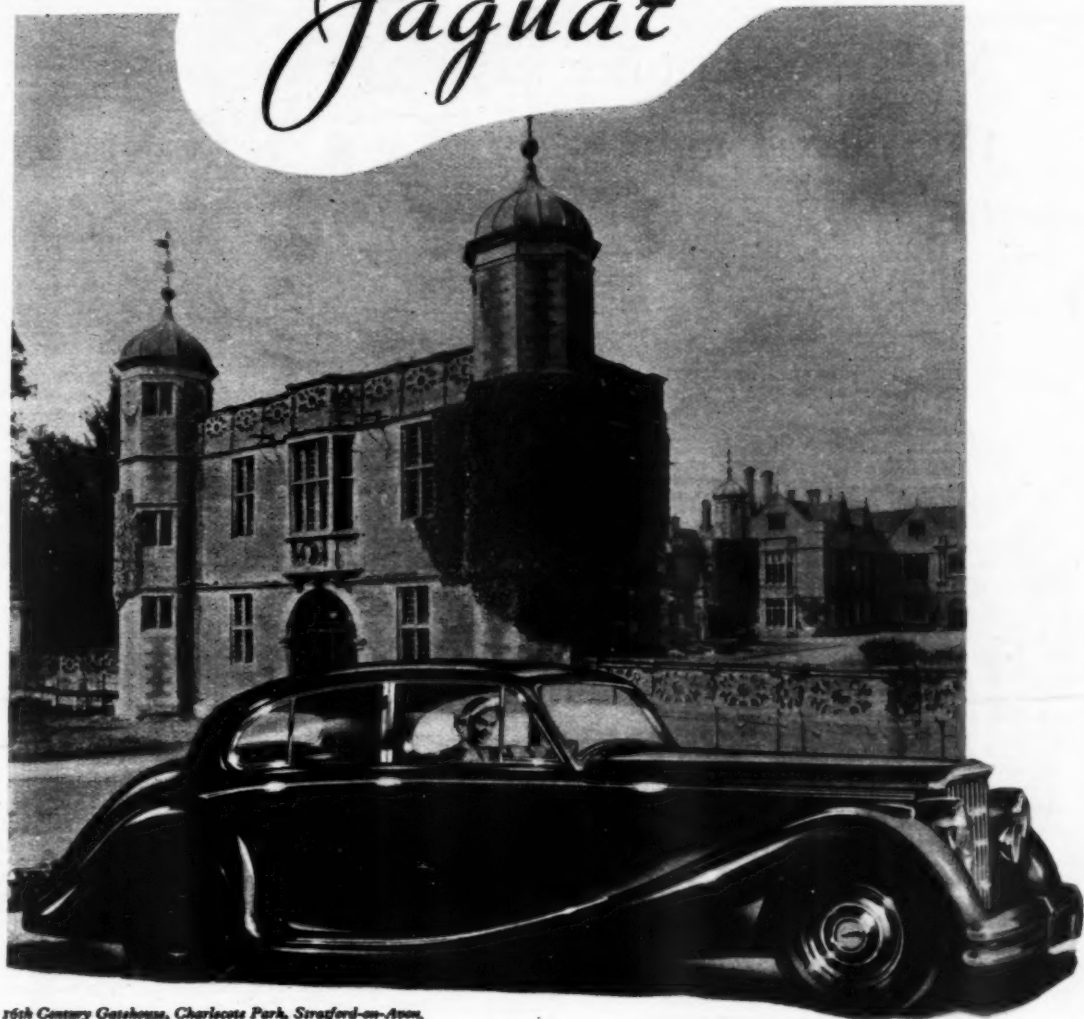
**Brakes.**—Hydraulic.

**Main Dimensions.**—Wheelbase 6ft 10 1/2 in (209.5 cm). Track 3ft 1 1/2 in (119.2 cm) front; 4ft 1 1/2 in (125.0 cm) rear. Ground clearance 7 1/2 in. Weight 2,004 lb (910 kg).

**Price.**—Dm 6,785 = £600.



# Jaguar



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The Jaguar is renowned throughout the world for its unique combination of elegance and high performance. At 5 or 95 m.p.h. the  $3\frac{1}{2}$  litre heralds its approach with the merest whisper; and in the deep-seated comfort of its soft leather upholstery the driver has the magnificent feeling that he could steer this car through the eye of a needle. The  $2\frac{1}{2}$  litre is relatively no less remarkable. And the XK Super Sports holds the world's record of 132.6 m.p.h. for a standard production car. Truly the Jaguar is a car of cars.

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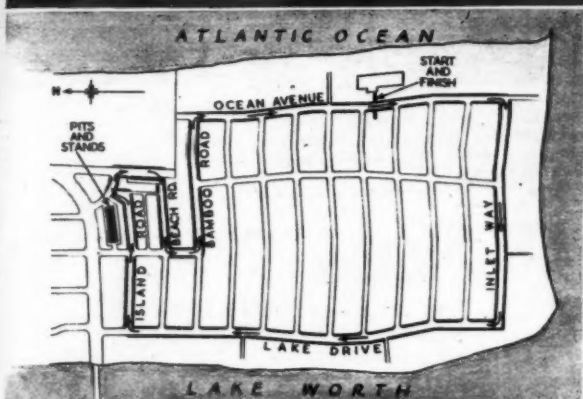
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## TROPICAL RACING

ROAD EVENT AT PALM BEACH SPRINGS, FLORIDA

**Q**UERY: When is a race not a race? One of the two most obvious answers is when you haven't a course to run on, and that was what very nearly happened to the Palm Beach Shores event promoted by the Sports Car Club of America—its most ambitious enterprise so far. A week before the event the West Palm Beach Town Committee lost its foot temperature and imposed conditions for the running of the race which clearly could not be fulfilled, and therefore deprived the club of a fine round-the-houses circuit. Miles Collier, of Everglades, Florida, hard-working instigator of the whole affair, was on the point of sending cancel telegrams to all entrants, when Alec Ullman, chairman of the Activities Committee, recalled a Mr. Edwards, who owns a small and neat island connected with Palm Beach by a bridge. Mr. Edwards once organized the Grosvenor Grand Prix in South Africa before the war, and he lent a ready and sympathetic ear.

This island offered wonderful possibilities because of the smooth asphalt roads. Workmen were put to work in feverish haste, corners were widened and resurfaced, pits and grandstands erected, and appropriate cut-out points painted, with an expenditure of \$12,000. But the race was on.

At five minutes past two on Tuesday, January 3, in a sub-tropical setting of waving palms, sand dunes and stucco architecture, the XK Jaguar pace car pulled aside and the raucous pack of 35 sports machines was on its way, jockeying towards the first of the ten sharp corners that graced every two-mile lap. Tom Cole (Allard-Cadillac) at once streaked his immensely potent machine into the lead, followed by George Huntoon (Ford-Duesenberg), the ultimate winner, Miles Collier (Ford-Riley), Sam Collier, Leslie Johnson and Logan Hill in the blue, red and black XK120s, the Ford Special of George Roberts, Briggs Cunningham's Cadillac-engined Healey, Bill Spear's XK120 in bridal white, Phil Walters in a stock Healey, and the rest of the pack. On the very first turn, Perry Fina's Alfa-Danese, a beautiful red machine, broadsided wildly right in the path of the cavalcade, forcing several cars into the sand in a series of phenomenal avoidances that luckily caused no material grief.

Mr. Fina, who had been badly cut about the face by a guide wire when using an escape road during practice the previous day, thereafter motored rather unhappily until the 10th lap, when a broken piston caused his retirement.

As the procession quickly strung out

around the course, with the faster machines pulling away, the panorama was something to gladden the cameraman's eye, as it did the eyes of the 45,000 spectators, clustered at every imaginable vantage point. The count produced four XK120 Jaguars, four Silverstone Healeys, two J-type Allards, a Ferrari, two Aerodynamic H.R.G.s, ten M.G.s (of which four were blown), a 328 B.M.W., two Cisitalias (one with an Offenhauser engine), the new Mercury-engined Kurtis-Kraft from California (which retired on the third lap with brake trouble), two Fiat 1100s (one blown), a Type 51 Bugatti driven by Bill Milliken and owned by Dr. Samuel Scher, New York plastic surgeon, the Ford-Riley of Miles Collier, the Ford-Duesenberg of Huntoon, the Ford Special of George Roberts, and the Alfa-Danese 2,500 c.c. machines of Pompeo and Fina, the former being the one in which Roll won the Pescara race last year. Not bad, considering that most of the entrants had travelled well over 1,000 miles across the United States for the express purpose of dicing.

On the third lap, Tom Cole lost the lead to Huntoon, whose ex-Indianapolis Duesenberg chassis with a souped-up Mercury engine was very much a borderline case as regards the disputed term

## TROPICAL RACING

—continued—

"sports car," while on the next lap Miles Collier (Ford-Riley) also went by, into second place. Leslie Johnson, meanwhile, driving with his usual artistic precision, nosed his red Jaguar into the succession of murderous corners to such good purpose that by the twelfth lap he was in second place and going like a train, much to the satisfaction of John Lee, his mechanic, who had come all the way from England with him.

### Braking Trouble

Meanwhile, engine compression and clutch grip being subject to certain well-known limitations, the brakes of sundry competitors rapidly disintegrated and vanished into ugly-smelling smoke, exacting a painful toll of scored drums and partly disabled machines, to say nothing of quite the most hectic collection of spins witnessed in many moons. On the eighth lap, Harry Heim, whose blown M.G., owned by Will Christy, had gamely tried to battle it out car for car with the bigger fry, went out with a bonnetful of smoke and a broken blower line, while the Ardun-engined Allard of Zorja Duntov came to final rest, firmly embedded in the sand bordering Island Road.

The next two laps saw the demise of a couple more M.G.s, Gus Ehrman's with a burned-out clutch and Fred Wacker's with expensive noises.

Among the bigger boys, a furious battle was being waged that also brought its crop of troubles. George Rand, in Briggs Cunningham's Ferrari, began losing brakes and spun out into the sand on the 12th tour, when seventh, while Tom Cole, with almost no brakes and only half a clutch left, did the same thing better. It took him about five minutes to extricate his machine. Bill Spear and Leslie Johnson both found the brakes of their XK120s taking a nap when they were most required, and both visited sandy regions

that definitely were not on the circuit. Spear, in fact, had to retire on the fourteenth lap. Johnson's little episode cost him second place on the 18th lap, a position which he did not regain from Miles Collier until the 24th.

Collier then lay only 40 seconds behind the flying Huntton, a gap which he narrowed to 34 seconds on the 20th lap. Florida showers meantime had almost (but not quite) caused the starter to wave the yellow flag of caution, for most drivers found it somewhat hard to dice with one hand and wipe their streaming goggles with the other. Perry Boswell, in the Offenhauser-powered Cisitalia coupé, was free from this annoyance, but the loss of one cylinder mitigated considerably against the beneficent effects of his screenwipers. On the 20th lap the first six positions were:

1. Ford-Duesenberg (George Huntton).
2. Ford-Riley (Miles Collier).
3. Jaguar XK120 (Leslie Johnson).
4. Cadillac-Healey (Briggs Cunningham).
5. Bugatti (Bill Milliken).
6. Jaguar XK120 (Sam Collier).

Cunningham drove his usual smooth race, but Paul Ceresole's B.M.W. seemed to be drinking prodigious quantities of oil, and the ex-Henry Ford II Cisitalia, now owned by C. F. Larson, of Detroit, and driven by Paul Farrago, limped to a standstill on the 17th lap. Two laps later, Swenson's Healey and the Ford Special, handled by George Roberts, also dropped out. On the 23rd lap, the writer, who somehow had managed earlier on to scramble into second place behind the Ferrari in Class E, also retired with scored drums and long-departed brake linings. Stable companion Steve Lansing, however, in another blown M.G. wearing an Italmecanica supercharger, carried on to the battle gamely, and in spite of declining oil pressure picked up nine places in nine laps to finish second in Class E after a beautifully driven race. Otto Linton, handling the Pompeo-owned blown Fiat 1100, retired on the 25th lap with positively no big-ends left at all, but the amazing Mr. Fitch, of Watkins' Glen fame, was actually in 10th place by then, regardless of class, and that driving an unblown M.G.

By the 40th lap, three more cars had retired, including the Bugatti and Phil

Stiles' H.R.G., leaving nineteen out of the original 35 starters. Timing arrangements unfortunately broke down, and the overworked and understaffed timekeepers and scorers appear to have got things a trifle confused for a while. Huntton still led, but Cunningham had moved his Healey into second place on the 35th lap and was still there, and Miles Collier lay third. Leslie Johnson was listed as fourth and Phil Walters (Healey) fifth, with George Rand and the Ferrari in sixth place and Sam Collier in the XK120 seventh. From then on, although no startling episodes occurred to chill the marrow of the wildly enthusiastic crowd, some divergence of opinion occurred as to placings at the top end. One score sheet credited Leslie Johnson with having moved up into third place on the 47th lap, with Miles Collier and Phil Walters behind him, while another gave the impression that George Rand had overtaken Johnson and that the Ferrari was entitled to third position. Be that as it may, a recount was made by the harassed officials, and although Johnson pulled in under the clear impression that he had finished third, the protest lodged by George Rand's pit carried the day. Official overall placings for the 50-lap, 105-mile race were therefore:

1. Ford-Duesenberg (George Huntton), 57.4 m.p.h.
2. Cadillac-Healey (Briggs Cunningham).
3. Ferrari (George Rand).
4. Jaguar XK120 (Leslie Johnson).
5. Healey (Phil Walters).
6. Ford-Riley (Miles Collier).

Leslie Johnson was awarded the Donald Healey Trophy for the best performance by a production car, and also the Hoffman Trophy for the best performance by a British car. John Fitch was awarded an Italmecanica supercharger for the best unblown performance up to 1,500 c.c. Other results:

- Class B (2-3 litres): 1, Healey (Phil Walters); 2, Healey (Cdr. John Rutherford).
- Class E (1,500-2,000 c.c.): 1, Ferrari (George Rand); 2, M.G. 4. (Steve Lansing); 3, M.G. 4. (P. Fraser).
- Class F (1,100-1,500 c.c.): 1, M.G. (John Fitch); 2, M.G. (Alden Johnson); 3, H.R.G. (P. Koster).
- Class G (up to 1,100 c.c.): 1, Fiat (— Keller).
- Class H (3-4½ litres): 1, Ford-Duesenberg (G. Huntton); 2, Jaguar XK120 (Leslie Johnson); 3, Ford-Riley (Miles Collier).

(Owing to the breakdown of the timing apparatus no fastest lap could be recorded.)

JOHN BENTLEY.

## The Rally to the Race

IT was six o'clock on New Year's Eve when the last dust-streaked car and its weary crew checked in at the swanky Biltmore Hotel in Palm Beach, Florida, marking the end of the 1,300-mile rally organized by the Sports Car Club of America as a prelude to the road race held three days later.

Watched by some notable shirts on youthful legs, the winner of the rally, Gus Ehrman, makes adjustments to his M.G. at the Jacksonville control.

The main starting point was the Henry Hudson Hotel in New York, but several of the twenty cars that completed the run joined the rally at Boston, Chicago, Detroit, and Washington D.C., being debited an appropriate number of points from the starting score of 1,000 awarded to the New York contingent. Within the framework of certain established control points, through which all competitors had to pass, they were free to choose their own routes, provided an average speed of 35 m.p.h. was maintained. This average included all stops except the hours spent in slumber. The first control point was Richmond, Virginia, about 340 miles from New York, with an alternative at Norfolk. The second was in Savannah, Georgia, 370 miles farther on, the third at Jacksonville, Florida, 160 miles later, after which came the final trek to Palm Beach.

Several competitors reported mechanical trouble of various kinds, induced by an excess of revolutions—the temptation to dice along seemingly endless stretches being altogether too much for human restraint. It befell this entrant,

for example, to lose both supercharger belts and fan belt, all within a space of 20 miles, at 2 a.m. on a very lonely Georgia road.

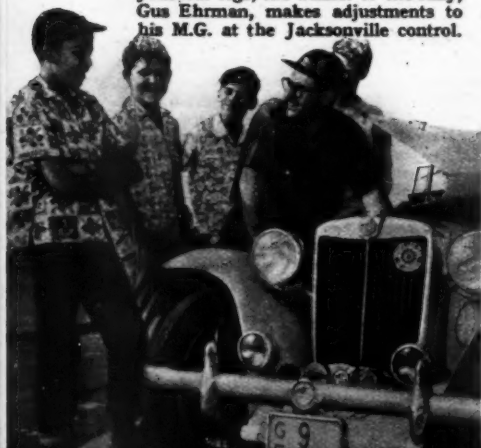
Elimination tests, which included accelerating over a measured distance and then reversing through chicanes, were held the next day at Wright's Field, near Palm Beach, where the concours d'élégance also took place. The long line of many-coloured sports cars gleaming in the Florida sunshine made an imposing sight, including as it did some fine examples of Jaguar, B.M.W., Bentley, Bugatti, Lagonda, Alfa-Romeo, Cisitalia, M.G., Triumph and Austin, with the brave new American Kurtis-Kraft sports machine in scarlet. Results:—

- 1.—TC-type M.G. (Gus Ehrman).
- 2.—Jaguar XK120 (Logan Hill).
- 3.—M.G. 4. (John Bentley).
- 4.—Cisitalia-Offenhauser (Perry Boswell).
- 5.—Type 57 Bugatti (Paul Ceresole).
- 6.—Packard (Sam Bailey).

### Sponsors D'Élégance

Blue Ribbon for sport sports car: Jaguar XK120 (Logan Hill).  
Finest luxury car: Packard, with hand-built basket-weave body by Darrin (Col. A. C. Thiele).  
Car creating most interest: Bugatti Type 57 convertible (Paul Ceresole).

J. B.



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| 1939 <b>DAIMLER</b> 24 h.p. 7-seater<br>limousine by Windover,<br>21,000 miles ..... <b>£1,195</b>            | 1948 <b>STANDARD</b> 14 Saloon,<br>5,000 miles ..... <b>£835</b>  |
| 1948 <b>HILLMAN MINX</b> Phase II<br>Drophead Coupe, 1,000 miles <b>£815</b>                                  | 1948 <b>SUNBEAM TALBOT</b> Sports<br>Saloon, 1,000 miles ... <b>£1,375</b>                                  |
| 1948 <b>HILLMAN MINX</b> Phase II<br>Saloon, 2,000 miles..... <b>£795</b>                                     | 1948 <b>TRIUMPH</b> "1800" "Town<br>and Country" Saloon, 6,000<br>miles ..... <b>£1,150</b>                 |
| 1948 <b>HUMBER</b> Snipe 18 Saloon,<br>6,000 miles ..... <b>£1,150</b>  | 1948 <b>VAUXHALL</b> "Velox" Sal-<br>oon, 2,000 miles ..... <b>£895</b>                                     |
| 1947 <b>JAGUAR</b> 1½-litre Saloon,<br>9,000 miles ..... <b>£975</b>  | 1948 <b>VAUXHALL</b> 12 Saloon,<br>4,000 miles ..... <b>£775</b>  |

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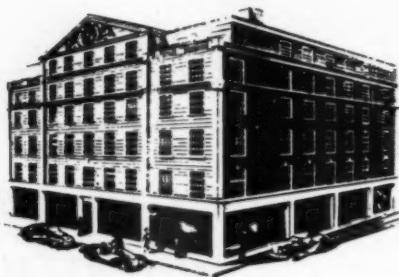
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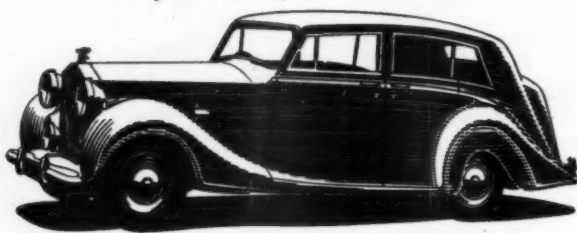




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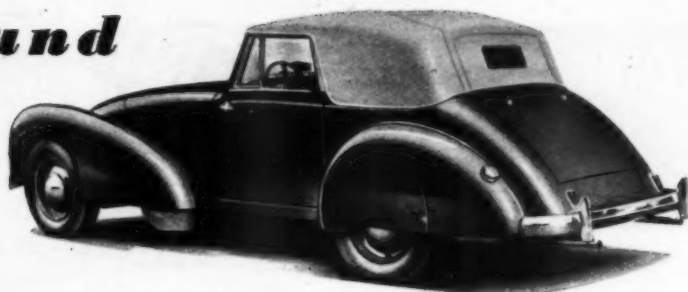
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# America-bound Allards

MODIFIED J-TYPE FOR INDIANAPOLIS SHOWING, AND AN ALTERED COUPÉ

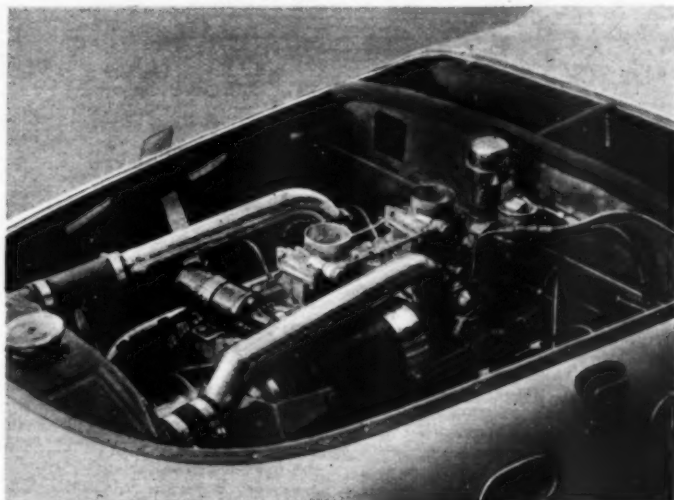


A SPECIAL delivery, consisting of two J-type Allard sports two-seaters and a drop-head coupé, is being made by the Allard company to Grancor Automotive Specialists, of Chicago. The J-type is now known as the J2. These cars have already been purchased, but exhibition runs at Indianapolis will be made to increase the already large interest in British sports cars in America.

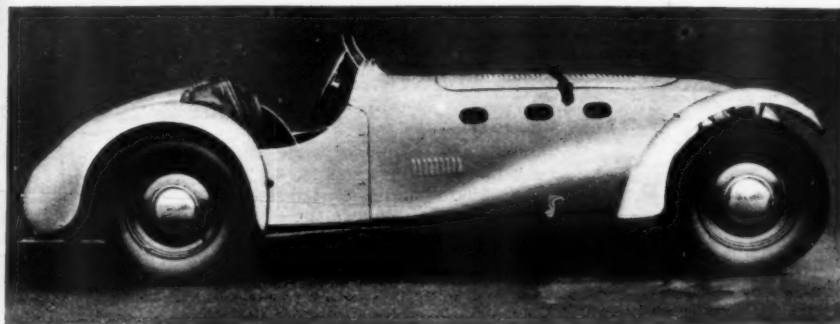
The J2 now has aluminium cylinder heads, and triple tubular vent ports at the scuttle sides. The engine mounting is adapted to take alternative American engines, such as Ford, Mercury, Cadillac, Ardun and Grancor. Less engine, the new J2 will cost the American buyer \$2,306 (£799). A range of compression ratios is available with the new heads, varying from 7.25 to 8.75 to 1.

The coupé has had the hood line removed rearwards some five inches, reducing the previous sharp angle. This improves the appearance and increases the headroom. These Allard models, in their previous form, were fully described in *The Autocar* of August 26, 1949.

The drop-head coupé with improved hood line. This may be compared with the photograph published in *The Autocar*, August 26, 1949.



These photographs show the modified J2 sports two-seater, with the altered position of the louvres and the air vents; the V8 engine, which now has light alloy cylinder heads (the ducts for the air vents can also be seen); a frontal modification improving appearance—the enclosure with fairings of the suspension coil springs.



## QUICK DELIVERY FOR GERMAN BUYERS OF BRITISH CARS?

A GREAT deal of comment has been excited by reports that German nationals were able to obtain British light commercial vehicles and station wagons at short notice. The present position is that the German Minister of Economic Affairs in the Western Zone has granted a limited number of import licences for light commercial vehicles, and station wagons come within this category.

Since the integration of the Western Zones of Germany took place the German mark counts as one of the harder currencies, and British motor manufacturers, faced with the need of increased exports, are inevitably driven to seek orders in Germany. Stories have ap-

peared in the Press regarding Germans who have received early delivery of Austin station wagons. *The Autocar* is informed that not more than two or three cars have so far been delivered and these have been paid for in dollars. Further station wagons will probably be dispatched shortly, but the number of orders placed since the decision to allow imports into Germany is already very great and it looks as though deliveries to German nationals will soon entail delays comparable with those experienced by British buyers.

Trade talks are taking place in Britain this month which may lead to the expansion of British vehicle exports to Germany, which is in desperate need of

light transport. The N.S.U. company is already at work on assembly of Fiat cars for which a credit of 800,000 dollars has been allocated. It is expected that about 65 per cent of the cost will be represented by German labour and materials, and 35 per cent by the cost of Italian components. The largest model will be the Fiat 500C station wagon.

The French Renault factory is also negotiating for assembly of Renault commercial vehicles in Germany. Under such an arrangement the rear-engined Renault 4CV light van would be available to Germans, but this is only the well-known saloon model with rear seats removed and metal panels in place of the rear windows.

# The Autocar ROAD TESTS



Bumpers and disc wheels give an unfamiliar touch to the Midget. The illusory shortening effect of the discs, suggested in this view, is not so noticeable when the car itself is seen. The fog lamp is not standard.

## DATA FOR THE DRIVER

### M.G. MIDGET

PRICE, with open two-seater body, £445, plus £124 7s 3d British purchase tax. Total (in Great Britain), £569 7s 3d.

ENGINE: 10.97 h.p., 4 cylinders, overhead valves, 66.5x90 mm, 1,250 c.c. Brake Horse-power: 54.4 at 5,200 r.p.m. Compression

Ratio: 7.25 to 1. Max. Torque: 63.9 lb/ft at 2,500 r.p.m. 14.4 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT: 17 cwt 3 qr 21 lb (2,009 lb). LB. per C.C.: 1.61. B.H.P. per TON: 60.66.

TYRE SIZE: 5.50 x 15in on bolt-on steel disc wheels.

TANK CAPACITY: 11 Imperial gallons. Approximate fuel consumption range, 27-33 m.p.g. (10.5-8.6 litres per 100 km).

TURNING CIRCLE: 31ft 3in (L and R). Steering wheel movement from lock to lock: 2½ turns. LIGHTING SET: 12-volt.

MAIN DIMENSIONS: Wheelbase, 7ft 10in. Track, 3ft 11½in (front); 4ft 2in (rear). Overall length, 12ft 1in; width, 4ft 10½in; height, 4ft 5in (hood up). Minimum Ground Clearance: 6in.

### ACCELERATION

Overall gear ratios	From steady 10-30 sec	From steady 20-40 sec	From steady 30-50 sec
5.125 to 1	12.5	12.2	12.9
7.098 to 1	8.2	8.2	9.2
10.609 to 1	5.5	—	—
17.938 to 1	—	—	—

From rest through gears to:—

	sec		sec
30 m.p.h. ..	6.2	60 m.p.h. ..	23.5
50 m.p.h. ..	15.3	70 m.p.h. ..	44.4

### SPEEDS ON GEARS:

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st ..	18-22	29.0-35.4
2nd ..	33-39	53.1-62.8
3rd ..	50-60	80.5-96.6
Top ..	80/83	128.8/133.6

Speedometer correction by Electric Speedometer:—

Car Speedometer	Electric Speedometer m.p.h.
10	10.0
20	19.75
30	27.25
40	37.5
50	46.0
60	55.5
70	64.5
80	74.0

WEATHER: Dry, cold; wind fresh to light.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of January 20, 1950.

## No. 1396—M.G. MIDGET SERIES TD TWO-SEATER

NO car has done more than the M.G. Midget to bring within the reach of people of all ages, and often of comparatively slender means, the pleasures and benefits of the specialized form of motoring which can be enjoyed only in an open car, and preferably one of what is known as sports type. It would scarcely be going too far to describe this car as unique when it is remembered that there has been a Midget for more than twenty years, that it has always given a rather exceptional performance in return for quite economical running costs, and that it has been priced modestly in relation to values ruling through the years.

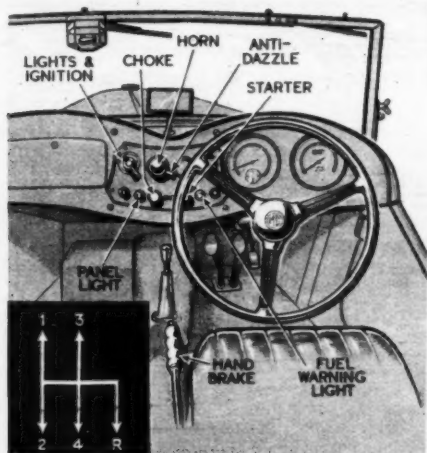
Drivers who have known the Midget since its inception and in all its variations, through the M series to the J, and then the P series, followed by the Ts, can say in all sincerity after sampling the new TD that the famous "Midge" has really gone ahead by a large stride as a result of the changes in design now made, which are described in detail on pages 72-75. Chief of these is the adoption of independent front suspension by coil springs and light but still high-geared rack and pinion steering of the same general pattern as used on the 1½-litre M.G., both of which components have proved very satisfactory on that model, as can be said from extended experience.

Most striking about the latest Midget on the road is the transformation effected in the comfort of riding by the new suspension. The half-elliptics formerly were remarkably good in terms of lateral stability, but were undeniably harsh over some surfaces, and more particularly at low speeds. The i.f.s. now fitted irons out, for instance, a stone sett surface, and provides comfort to the point where those who may previously not have enjoyed, or may even have been actively opposed to, the kind of ride which the Midget gave, can now be enthusiastic about its comfort.

Yet the new suspension does not tend at all towards over-softness, and for the fastest cornering the car has lost little, if anything, in the lateral sense. In extreme circumstances it is apt to show a little more tyre squeal than formerly, this latest model taking considerably fatter tyres than before and run at a good deal lower pressure. Overall, on journeys from point to point, the Midget has gained enormously for use in the hands of those who have no wish to endure any degree of suspension discomfort for the sake of their open car motoring.

One of the current phenomena of post-war export sales of British cars being the maintained success of the Midget overseas, and in the U.S.A. in particular, the TD should be destined for even greater success. It has all the good points of its forerunners in the driving and handling sense and shows in addition the important improvements already indicated.

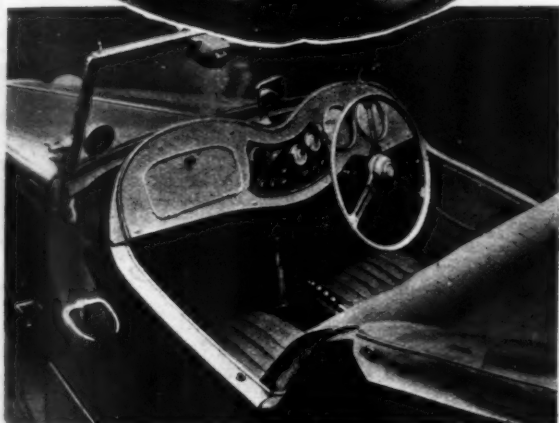
It is, when required, almost as fast as any car from point to point over an average British route, not by any means





This view of the complete car shows that although the latest body is wider the trim lines of the Midget are preserved, and that there are still running boards and non-built-in lamps.

In the cockpit close-up the minor controls are seen as well as the ideally placed hand-brake lever and the spring-spoked wheel of new pattern for the Midget, which is telescopically adjustable, also the speedometer and combined rev counter and clock immediately in front of the driver. Ammeter and oil pressure gauge are also provided.



and yet is not stubby from the appearance point of view. One can see the left wing and the Midget has just the snappiness that, coupled with its handy dimensions, makes it ideal in close traffic. There is that facility in handling it which causes even a journey which perhaps, from over-familiarity and nature of the route, has become tedious, to take on a new interest. Also it can usually knock minutes off the times achieved in a variety of cars over a particular journey of 50 miles and more.

### Fast Cruising

There is no one speed which the engine or the car as a whole obviously likes more than another. A cruising 60 m.p.h. by corrected reading is thoroughly happy, and there is no feeling that a maintained 70 is worrying the engine, although it is obviously revving fast. Only for sustained really high speed would some drivers like a higher top gear ratio, but on reflection it is realized that probably this is the best compromise for general purposes, considering the Midget not only as a sports car, but also as the shopping and general purpose car which it so readily becomes. The ratio adopted gives it a flexibility on top gear down to below 10 m.p.h., as an indication of possibilities.

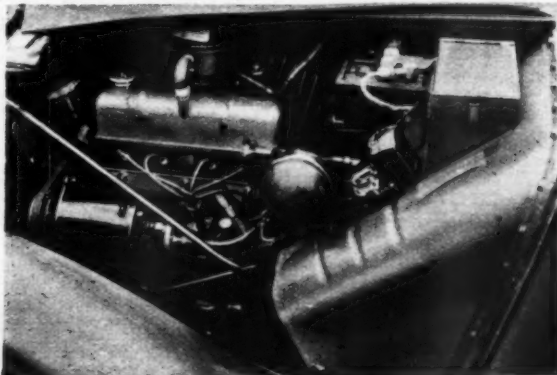
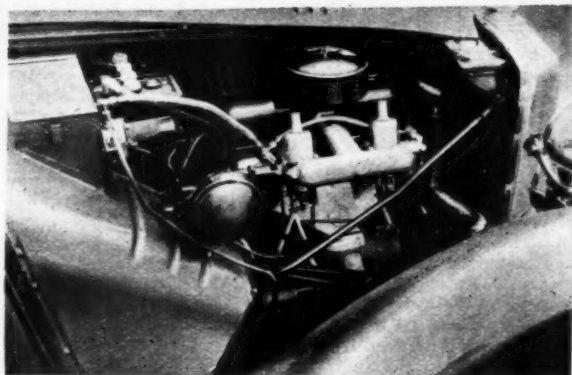
Average gradients on a main road can be tackled without necessarily having to change down, even when the climb is approached slowly, and, by contrast, the engine revs very freely indeed up to a reading slightly above 6,000 r.p.m., as indicated by the rev counter which is a standard fitting. Even when the engine was allowed to pull hard on top gear there was no more than a trace of pinking on the standard British Pool petrol.

Control is delightfully light, in which connection the

because of maximum speed alone, good as that is at over the genuine 80 m.p.h. mark where there is room to get it full out, but because it is so quick around the bends and sharper corners, and can with safety make use of traffic openings denied to a bigger or more sluggish car. Plus-50 miles can be put into one hour over a route that provides a good mixture of straightaway unrestricted sections as well as built-up areas, plenty of corners and the other average handicaps of a journey on typical British roads. A handier car for town driving or in country lanes is difficult to imagine.

Driving vision is excellent even with the hood and effective side screens in position. The bonnet is not over-long

There are no main engine differences from the TC Midget, but new under the bonnet are the twin horns and the oil-bath air cleaner. On the respective sides excellent accessibility is given to the oil filler and dipstick, the sparking plugs, distributor and dynamo, battery and fuses, tool boxes, petrol pump and two S.U. carburettors. The filler cap of the still undisguised radiator shell is of the traditional M.G. pattern, flat and octagonal.





## ROAD TEST . . . . . continued

The hood and side screens fit snugly and they are easy to put up and down; the side screens can be used independently of the hood. There is still a big externally mounted petrol tank, with snap-catch filler cap. Bumper overriders and twin stop and tail lamps are modern features.



new steering gear has already been mentioned. A thin-rimmed spring-spoked wheel of new pattern for the Midget is set almost vertically and is adjustable telescopically on the column when a nut has been freed by means of a spanner. The rim has finger holds on the under side which are specially comfortable. There is just the right degree of castor action in the steering, which is light for lock-to-lock turning round in a restricted space, or for taking a right-angle corner, whilst at speed it is definite and one has hardly to steer the car consciously. A really accurate course can be followed on a fast bend, a round-about can be "swept" in the style which is amusing at times in a car of this character, the Midget feeling absolutely safe. There is a marked feeling of increased solidity about the car, resulting from the new and more

driver free elbow room. For the fore-and-aft adjustment there is a release catch at each side and it is a two-man job to make the adjustment owing to the reach involved.

The hydraulically operated brakes are light in operation, and to judge by the specimen tested there is greater braking power available than may be suggested at first experience. This is not a veiled criticism of the brakes, but rather to point to a hidden virtue, for they are never fierce, although always potent to the required degree.

The gear change has synchromesh for second, third and top, but there is always an inclination with the Midget on the part of any driver whose experience goes back to "plain" boxes to use the double-declutching technique downwards, although it is strictly superfluous. A restrained exhaust burble, never amounting to real noise, but reminiscent of other days, somehow fits in with this method. Upwards the changes can be sliced as quickly as most sporting drivers ever want without clashing the gears by overriding the synchromesh.

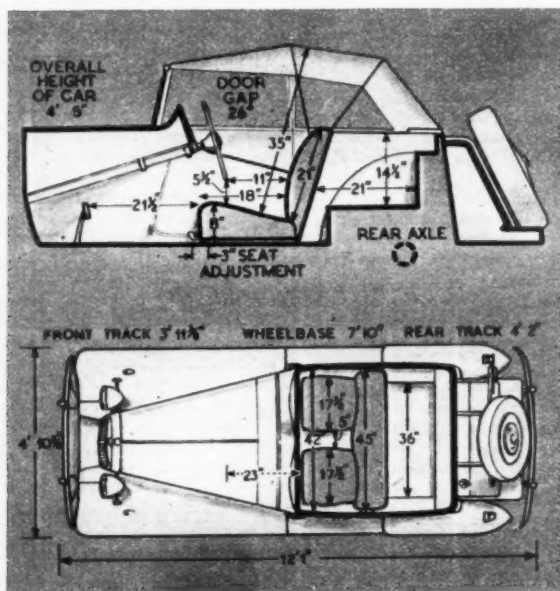
The hand-brake lever is perfectly placed in a cutaway at the centre of the one-piece seat cushion, and it is still of that best type of all hand brakes, the fly-off pattern, released by an upward pull of the lever itself and not by depression of the pawl, which has the opposite effect of normal and secures the brake.

Horn and head lamp dipping switches remain as a combined unit on the facia board, a little unfamiliarly out of their normal position, but an arrangement to which the driver becomes accustomed, though less easily to the position of the dip switch. This might be more convenient if foot operated in the region of the clutch pedal, where there is room for the left foot off the pedal.

### All-weather Protection

It is comfortable to drive with the right elbow inside the body, which also means that with the side screens raised there is no marked sense of interference with the driver's freedom. He feels very much that he is sitting in the car and not on it. The all-weather equipment is good. Illumination of the instruments at night is effective and not dazzling, by a pale green lighting effect. As in the past, a petrol gauge is not provided for the big tank, which gives a range in the region of 300 miles, but a green light on the facia flashes a warning when about 2½ gallons remain. There is now the good point of a cubby hole with a lid in the left of the facia board, in addition to map pockets in the doors. A useful enclosed luggage space is formed behind the seats, and the side screens are stowed in a separate vertical compartment within this space.

The head-lamp beam is equal to the speed of the car, and the Midget can now make itself heard when required, twin horns being fitted under the bonnet. For several nights during a prolonged test the car stood in the open. Frost point was reached only once during this part of the test. On every occasion the engine fired at once from cold and it did not need the mixture-enriching control for the S.U.s to be kept in use for more than a few seconds after driving away.



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

rigid frame, yet it has gained enormously in comfort of riding over the types of surfaces such as a car of this kind is likely to be asked to tackle.

In spite of the car being strictly a two-seater with a centrally placed remote-control gear lever retained, the back rest of the seat is in one section straight across and not shaped to the shoulders. It is necessary to set the fore and aft adjustment and also the separate sliding adjustments for the angle of the back rest with some care in the first place to obtain the required driving position, and then it is practically perfect, with plenty of leg room under the facia and ample width to give the



OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE.

LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD ST., LONDON, S.E.1.

The old mill at Mapledurham, a Thames-side village near Reading, is said to date from the 14th century. Until a few years ago, the old wheel itself was still there, but it was washed away, and the mill contains modern machinery.



## CORRESPONDENCE

### THE MARGINAL CLASS

Minicars Wanted—Desperately!

[62410.]—I was very pleased to read the article in the January 6 issue, "The Case for the Minicar." It has raised a faint hope that I might yet own a car, minicar or whatever else one calls it, the only chance of the impecunious enthusiast like myself for a long time to come.

Surely, among our engineers, who are second to none, there are some who can design and build a cheap yet reliable light car. We don't need all the shining plate and comforts of the modern car, but something cheap and practical.

London, S.W.9.

A. H. BAMPING.

### Too Small for Present-day Speeds?

[62411.]—I read with interest the article supporting the possibilities of the minicar [January 6].

Whilst supporting the suggestion that the minicar would be extremely popular in this country, mainly owing to economic conditions, I feel that a small car similar to the pre-war models would be a menace on the roads of Britain today. Owing to the enormous progress made with heavy commercial vehicle engines and the high speed of which they are capable, the minicar would constitute a danger on the roads, because it could not be expected to maintain the average cruising speed of other road users.

The Morris Minor, of which I am a satisfied owner, constitutes, in my opinion the ideal small car for the British market.

Stoke-on-Trent.

ALBERT E. JERVIS.

### Minicar Realities a Matter of Politics

[62412.]—No one could agree more than I with your leading article and with M. A. McEvoy (January 6), but is it not patent to the meanest intelligence that the Government is dead set against any extension of private transport which might divert passengers from that monstrosity known as British Transport, and thereby increase the astronomical losses thereof?

Among the Government, there is no one who is psychologically capable of realizing that one of the greatest incentives you can offer a man is to enable him to acquire a small car in which he and his family can enjoy a happy

weekend at the sea or in the countryside, as and when he wishes.

What of the American worker? Is he not clear proof of this?

No, this question is nothing to do with car manufacturers. It is purely political.

E. J. VARDON.

London, W.1.

### The Contemporary Continental Minicar Marvel

[62413.]—I was extremely interested to read M. A. McEvoy's presentation of "The Case for the Minicar," and was struck by the extraordinary resemblance between the case for the ultra-light car and the case for the ultra-light aircraft.

As the Honorary Secretary of the Ultra Light Aircraft Association I have, together with a good many other enthusiasts, been stating the argument for the ultra-light aircraft since 1946. In the circumstances the case for the ultra-light car has made a strong appeal to me.

I was fortunate to be able (with the aid of my 1932 Wolseley Hornet!) to take a motoring holiday through France this past summer and was enormously impressed by the performance of the many minicars encountered. How their owners manage to pack all the family inside and all that luggage on the roof and still get almost incredible performances out of them can probably only be explained by Frenchmen themselves. Anyone who has witnessed the phenomenon will know exactly what I mean.

Mr. McEvoy has, in my opinion, made out a strong case for the minicar.

London, W.1.

MAURICE O. IMRAY.

### CYCLISTS AND DAZZLE

The Motorist's Side of the Question

[62414.]—I would like to reply to Mr. G. Laban [62377]. I claim to be allowed to voice my opinion because, as a cyclist of 30 years' experience and a motorist of 22 years, I still cycle. I now have the ordeal of up to 400 miles per week driving at night, and I am only too well aware of the dazzle problem.

There are many aspects to this problem but I will start with the cyclist. The lighting used by cyclists is as much the cause of the dazzle they get as the "negligent attitude" of motorists; in fact, I feel that in many cases the cyclist is dazzled because the oncoming motorist is being a good safe driver.

Many, many times I have been obliged to use plenty of light because I have suddenly seen a shadow, which turned out to

## CORRESPONDENCE

continued

be a cyclist with no rear light, a small, dull rear light, or, what is most common, a rear light which can be seen only if the cyclist turns slightly to the right.

It is not uncommon to meet cyclists riding side by side on dark roads in wet weather, with the outside rider having no light, and it is very usual to meet unlit cyclists on very dirty bikes and with dark coats on themselves.

What about the new type cyclist who fits a head light sufficient for speeds up to 60 m.p.h., and persists in waving the light across the road as a "protest" to oncoming traffic?

You will note I say "a light sufficient for speeds up to 60 m.p.h." That is another factor in night driving. The faster one goes the more light is needed for safety, and we then get the problem of the "heavy" driver.

He gets along at about 30 m.p.h. and has enough light for such, but every now and then he proceeds to "blast" all lights brighter than his. He forgets that the oncoming light may be guiding a vehicle doing 50 m.p.h.

Welwyn, Hertfordshire.

L. C. DIXON.

## STEAM CARS

## Satisfactory Experience in the Past

[62415].—As another engineer on the marine side I was interested in Mr. F. Gallimore's letter [62379].

As a motorist of fifty years experience I have owned and driven all makes and types of cars including the White Steam Car and can fully substantiate the facts as stated by Mr. Gallimore. This particular car attained a speed of over sixty miles an hour up hill and down dale, all speeds regulated by a small steam valve. I also owned a steam car designed and built by the late George Halley, founder of Halley's Industrial Motors, Ltd.\* This car was fitted with a compound engine patented by Mr. Halley. On approaching very steep hills, by the manipulation of a small lever, high pressure steam was diverted to the low pressure cylinder, thereby increasing the power necessary. It worked very satisfactorily.

Glasgow, S.I.

DAVID COCKBURN.

## "No Mechanical Snags Whatsoever"

[62416].—Many prominent automobile engineers are fully alive to the possibilities of steam [62379]. There are no mechanical snags whatsoever to prevent full-scale production of steam vehicles at the present moment, but (a) no insurance company would accept such a revolutionary change of motive power until prototypes had been working for several years satisfactorily. (b) There would be tremendous opposition from all servicing organizations, who would have to re-train their staffs. (c) The petroleum concerns would take a very poor view. (d) Manufacturers' profits would be less, as the cars would cost about half the price of equivalent petrol models.

The above facts have been proved recently by the failure of a mechanically perfect steam car prototype to be accepted in U.S.A., and a similar one during the last year in England.

The public is alive to the numerous advantages of small steam power units, and I have received a flood of correspondence since writing an article "Why Not Steam?" in *The Yachting World* of January, 1949.

Whatever difficulties may be encountered by manufacturers, the individual enthusiast will always be able to enjoy the supreme pleasure of running a steam car, and the British Light Steam Power Society are producing parts to enable i.c. engines in existing cars to be replaced by steam units.

For equivalent power, the modern steam plant occupies about the same space as a petrol engine, but weighs very much less. Furthermore, acceleration is vastly superior, running costs are lower, and there is almost complete silence both inside and outside the car at all speeds.

Gloucester.

MICHAEL VERNEY.

## NEW CAR DELIVERY

## Legal Point Raised by Overdriving

[62417].—Recent comments on new cars being spoilt whilst on delivery raise an interesting legal point. The maker issues a guarantee with every vehicle, the whole basis of which is presumably that the vehicle is handed over to the purchaser in new, perfect condition in every way.

If the purchaser wilfully neglects his car, and then subsequently makes a claim on the makers for repairs under the guarantee, they may not consider such claim; they may, in fact, say that he has neglected the vehicle, and damage caused by this is not covered by the guarantee.

Therefore, it surely argues that a maker who hands over a car that "has had the insides torn out of it" is not observing

the conditions of the guarantee; he is, in fact, supplying a car that is imperfect, that has been badly used, wilfully neglected, and so on. (Failure to run-in the engine properly, or using it badly at the start of its life, is wilful neglect.)

I think that a really good lawyer could make something of this, and I should certainly instruct my solicitors to take action if ever I were sold such a badly used vehicle.

With best wishes for your journal.

Windsor, Berkshire.

STANLEY V. LIPSCOMBE.

## TV SUPPRESSORS

## Motorists Urged to Fit Them

[62418].—Very many thanks for countless hours of enjoyment amongst the pages of *The Autocar*, and for your continued campaigning on behalf of the long-suffering British motorist.

We shall all be sooner or later TV viewers and you could do much in the general cause of goodwill by encouraging your readers to fit ignition suppressors. G. H. HISCOCK.

Bristol.

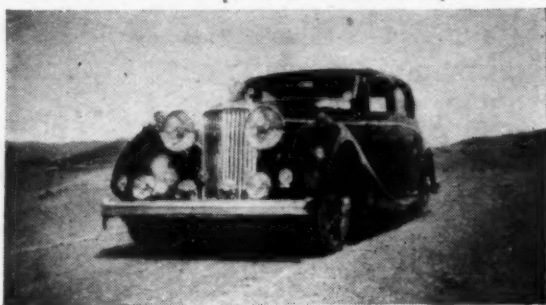
[This journal advocates suppressors and they are fitted to staff cars.—Ed.]

## CARS FOR EXPORT

## Record of an S.S. Jaguar

[62419].—I am enclosing a snapshot of my 1938 model S.S. Jaguar in case you would wish to print it in *The Autocar*, to which I have been a regular subscriber for years.

The car has done 60,000 miles, being laid up during the war for five years. I have fitted it with two Vokes rectifiers and a Runbaken oil coil. The car does about 24 miles to a gallon and averaged 21 m.p.g. when I was up country recently, when I climbed to over 6,000ft. This was on a run of about



Mr. Warusavitarne's well-kept Jaguar.

750 miles of which 500 were from 1,000-6,000ft. The car is a 2½-litre.

It still has the original paint, and, as I am a tea planter, it is used on estate work, too, where it gets the full blast of the tropical sun and rain. The car is in superb condition inside and out and is admired wherever it is parked. This photograph was taken on the road in the hill country of Ceylon, through the Welinada Plains. The car, owing to its fine cornering stability, can still show clean heels to the best of the American cars in Ceylon.

B. WARUSAVITARNE.

Talagawella, Ceylon.

## ITALIAN CLASSIFICATION

## Scrupulous Fairness in Race Categories

[62420].—I was so terrifically impressed whilst competing in the Targa Florio and the Mille Miglia by the extremely fair scrutineering that I had to write to refute Casque's remarks (December 30) about the Italians allowing super-sports cars of all descriptions in the touring class. I would also assure any English competitor, from my own experience, that the last thing he will be up against is unfair competition from the Italians in this particular class. In fact he will find, as I did, that with their own cars they quite definitely handicap themselves.

Actually in the case of one particular English car they gave "the benefit of the doubt" as regards eligibility.

As an example of their extreme care, they even debar their own cars which are called sports or super-sports from running

# What famous drivers are saying about the HEALEY Silverstone

## THE SUPERB HEALEY

A racing car with all the comfort and safety of a touring car - that, in my view, exactly describes the Healey.

It has been my fortune to have been at the wheel of a variety of Healey models in many differing events: notably, first of all the International Alpine Trial of 1947 (Best British performance and the first appearance of a Healey in an international event), various hill climbs, the 24-hours race at Spa (second to a bigger-engined car by a matter of yards): first production saloon car to cover 100 miles in an hour: the Mille Miglia, a really 'tough' race, and the Production Car Race at Silverstone.

Superb road holding, delightful steering, splendid brakes plus a powerful engine and close-ratio gear-box, add up to a sporting car which has no peer. When I have to go quickly safely there is no car I would rather drive.

*Tommy Wisdom*

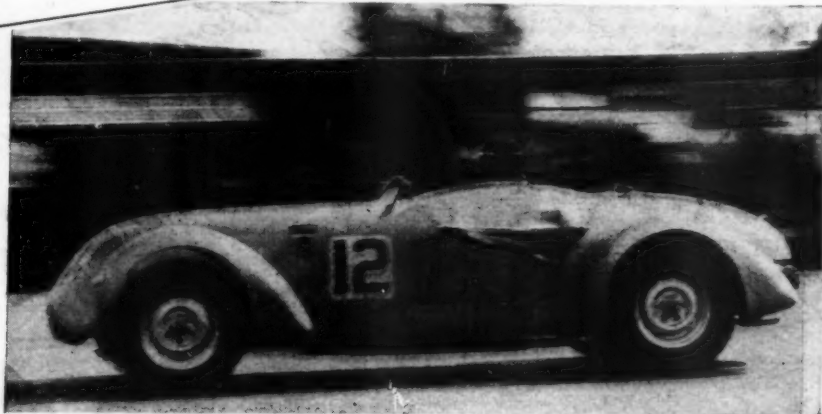
## No. 2 TOMMY WISDOM

*the well-known racing and trials driver—*



T. H. Wisdom after passing the post to win the 1949 Mille Miglia (touring category).

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## CORRESPONDENCE

in the touring class, although the name is really only an advertising slogan.

Any competitor from a foreign country will find that their touring cars really comprise only three makes, namely, the Fiat, Lancia and Alfa-Romeo, and in the Alfa-Romeo they would not even allow the three-carburettor model to run because this is described as a sports model.

In this particular case I even enquired myself if they would permit this latter model to run, as we ourselves would have liked to have competed against it from the technical angle, but they would not agree. Actually the scrutineers know their own cars so well that, after the race, at the final scrutineering (where for all practical purposes the cars are completely stripped), they even disqualified drivers because a gasket was slightly thinner than standard or even because a carburettor jet was after test found to be slightly oversize.

If the car, when weighed, is found to be only slightly lighter than the production car as it leaves the factory, then the owner is automatically disqualified. Naturally, you can imagine that as they do not know foreign cars so thoroughly the foreign car gets the benefit of the doubt (the scrutineers are slightly at a disadvantage when dealing with them).

I was so impressed that I brought back sample sets of entry and scrutineering forms for the benefit of the Royal Automobile Club—certainly, in my experience, nothing has been done so thoroughly or so efficiently in England. All this is understandable when it is realized that there is a tremendous amount of prestige and actual business both at home and abroad accruing from a successful run in either of these events, and knowledgeable owners throughout the world rely on the genuineness of such demonstrations. Obviously it would be grossly unfair for manufacturers who have built a reputation on these events to risk losing this owing to unfair competition, and the business side of racing is certainly understood in Italy.

Naturally the same conditions do not apply to the sports class and this is probably what Casque was referring to—in this class practically anything on four wheels is allowed to start, but this is not unfair because it is obvious from the regulations pertaining to this class that it is really a "free-for-all," and worth while if one really wants to prove a design. It is for this reason that I would like to urge manufacturers to compete in 1950 because no event in England will teach them so much, or, if successful, will impress the export market to the same extent.

H. J. ALDINGTON,  
Isleworth, Middlesex.  
A.F.N., Ltd.

## STROBOSCOPIC EFFECT

An Example of "Seeing Things"

[62421.]—Some time ago, when The Scribe remarked on a strange stroboscopic effect he noticed as a taxicab passed him, a number of explanations were offered, but somehow they did not seem to fit the particular case.

I noticed a similar effect a few days ago, and I believe that I have stumbled upon the real cause of the phenomenon. A Ford Anglia was leaving a car park; the engine was cold and the driver changed into top gear a little too soon. As he moved away the rear wheel appeared to be rotating in the right direction, but at about one-tenth of its actual speed. The running of the engine was jerky, so the wheel was not revolving smoothly, but was jerking round with each explosion of the engine. The gear ratio on the Anglia is 5.5 to 1 in top, and as there are two explosions for each revolution of the engine, the rear wheel made each revolution in eleven steps. There are twelve spokes, so the wheel appeared to revolve in the right direction, but at a fraction of its true speed. Had the top-gear ratio been 6 to 1 the wheel would have appeared stationary.

Enfield, Middlesex.

C. J. MITCHELL.

## HEIGHT OF LAMPS

Lofty Lights Were Better

[62422.]—May I ask Mr. C. A. Rothon [62373] what he means by "lamps" in his letter on raising their minimum height by a further six inches? If he is referring to the flat-top beam fog lamp such as his company makes, then I agree with him wholeheartedly that the lower the better, but for use only in fog or snow. For this use let us strenuously resist the proposal of the M.O.T.

But if he means the using of such lamps as the normal driving light in normal weather, and this goes for proper head lamps, too, then I disagree emphatically with him and support the M.O.T. The old and delightful fashion of high-mounted head lamps is best. Then the beam can be set very slightly

depressed, and when dipped there is the minimum of dazzle. Moreover, there is some tolerance for taking a heavy load and thereby tilting up the whole car front.

But the modern "foolish fashion" of head lamps mounted low in front mudguards or aprons causes more dazzle than ever before. The same, only more so, goes for very low mounted so-called pass lamps.

Canterbury.

W. J. RICKARDS.

## Incorrect Setting a Dazzle Cause

[62423.]—I am sure that most night driving motorists will agree with your correspondent [62373] that increases in minimum height of lamps should be strongly opposed.

More useful purpose would be served in controlling use of left-hand head lamps which are invariably out of focus, often deliberately locked to prevent dipping, and set too high, except for fast driving on lonely stretches of road.

Solihull, Warwickshire.

P. CRANE.

## TROUBLE POINTS

Three More from the Service Side

[62424.]—May I add three more *bêtes-noires* to "Mechanic's" [62288]? An oil filler you cannot approach with a pint can; a contact-breaker you cannot see, and a petrol tank that cannot take the delivery from a modern petrol pump.

After all, time is money.

Lauder, Berwickshire.

ANOTHER MECHANIC.

## FAN NOISE

Request for a Replacement

[62425.]—I wonder if any of your readers could suggest a quieter type of fan which could be fitted satisfactorily to a 1948 Standard Eight in place of the one fitted, which gives a considerable buzzing or droning effect similar to that of Army vehicles and which conveys the impression that the car is being overdriven. During a spell of really cold weather the fan was removed and the transformation was quite astonishing.

Greetings to the staff of *The Autocar* for 1950.

Bradford, Yorkshire.

GEOFFREY L. DIBB.

## FINAL INSPECTION

No Room for Equanimity Over Minor Faults

[62426.]—From my own experience I strongly endorse The Scribe's remarks on the subject of final inspection of new cars (January 6). When I took delivery of a new model some months ago I found several minor faults; admittedly such faults can be easily rectified by the dealer when the car goes in for its first servicing, but I cannot share The Scribe's equanimity over this state of affairs. Surely the first few weeks in the relationship of a new car with its owner are the crucial ones, and in this period either bonds of friendship are made or a distrust is formed which even many thousands of miles of subsequent trouble-free motoring never quite succeed in dispelling.

Newcastle-on-Tyne.

J. M. HEWETT.



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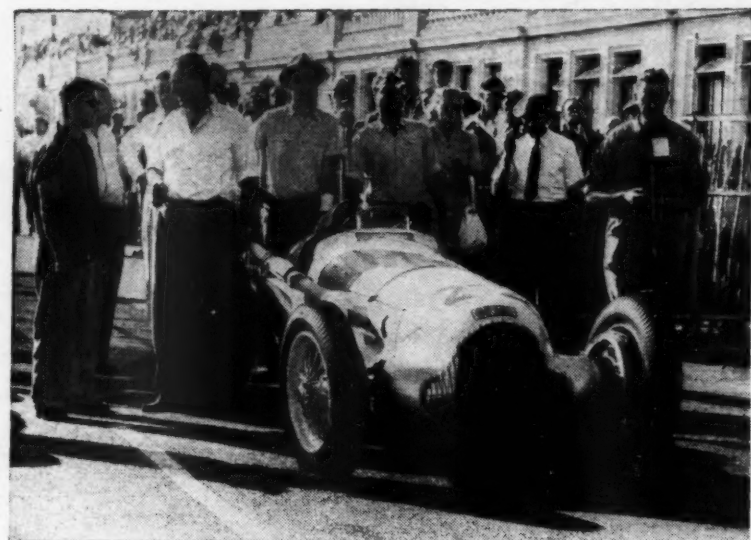
One of the most ambitious rebuilds of a racing car in the years immediately before the war was the Multi-Union, of which the engine and gear box were basically 2.9-litre Alfa-Romeo. Here it is at Brighton, the scene of its only 1949 appearance; beside the car in shirt-sleeves (left) can be seen Louis Giron, responsible for its post-war rehabilitation, while on the right (in check shirt) is Noel Carr, well-known Alta exponent.

**T**HE prospects for those people who are anxious to take part in minor competitions with standard cars seem to be brightening somewhat of late. Last week's V.S.C.C. effort showed what can be done to make this type of event both interesting and amusing—it must certainly be repeated, preferably on a larger scale—while now comes the news of a standard car trial to be run by the Lancs and Cheshire C.C. on February 12. This event will be divided into two classes, standard saloons and standard sports cars (blowers banned), and the course is devised to exclude the type of rocky acclivity which proves so detrimental to polished panels.

Now, before all the trials specialists write to heap opprobrium on my defenceless head, let me hastily say that I am not agin their specials and I know that their events will continue as at present; but if we can provide more events for the ordinary driver with his everyday car, then there will be fewer people with standard cars attempting to enter the really tough events, in which they are more often than not a nuisance, holding up the progress of the trial, damaging their cars, and having less than no hope of success.

**T**O revert to the second Buenos Aires race (of which the accurate results are still not available), it seems that Bonetto, who finished fifth, was in fact driving the Milan (special engine in Maserati chassis) which first appeared at Monza last September, while Whitehead was eleventh, Biondetti being tenth. This year's plans of the Scuderia Milan include the manufacture of their own chassis for the cars (which will then owe nothing to the Maserati), and Sommer is spoken of as their probable first driver. Gigi Platé, of Milan, who has raced for years with one of the original blown straight eight Talbot-Darracqs, modifying it considerably in the process (it appeared in last year's Italian G.P. with an entirely new look body), is now reputed to be building a new car for this season with a two-stage-blown engine—but whether or not this is still the same engine I do not know.

**T**HE third Argentinian race was run last Sunday, January 15, over a circuit at Mar del Plata. To date only the bare results are available, as follows: Race distance 92.94 miles (37 laps of 2.512-mile circuit), 1, Ferrari (Ascari) 1h 20m 45s, 69.05 m.p.h.; 2, Maserati (Farina); 3, Maserati (Taruffi); 4, Maserati (Chiron); 5, Maserati (de Graffen-



## THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

ried). Bira and Reg Parnell, also in Maseratis, finished ninth and tenth.

**O**N Sunday evening over three hundred cars will leave their starting points and plunge off into the night to commence that great adventure which is the Monte Carlo Rally. Just what it is about this event that gives it such pre-eminence in the rally world is not easy to define; the fact that it takes place in mid-winter, with all its possible climatic hazards, probably has a lot to do with it, and there is also something very attractive about the idea of starting from all the various northern frozen wastes and arriving three days later in the south of France. This year's event should be the best ever, judging by the enormous entry; many of our well-known competition drivers are taking part, and British cars have a good chance of success in several categories.

**F**OR the benefit of enthusiasts who were unable to enter for the Monte Carlo Rally, and possibly also for those who were, let me suggest that they try their hands at the Sestriere Rally, organized by the Turin club for February 19. Starting points are Paris, Marseilles, Zurich, Trieste, Rome and Turin, and the finish is at Sestriere, a winter resort in the Italian Alps. Classes: 750 c.c., 1,100 c.c., 2,000 c.c. and unlimited; regs are obtainable from the R.A.C. Competitions Department, and the prizes include a Fiat car as well as various cups. As the closing date for entries is January 21, intending entrants should wire immediately to Auto-Club, Turin.

**T**HE official Standard Vanguard team in the Monte Carlo Rally, incidentally, was wrongly listed in these columns a fortnight ago; it consists of T. H. Wisdom, Norman Black and Basil Cardew in one car, Mrs. Wisdom, Mrs. Fotheringham-Parker and Mrs. Heath in the second, and Mr. G. N. Milton and Mr. and Mrs. Colin Edge in the third.

Also, I stated last week that the win-

ner of the Palm Beach Shores race drove a Ford with a Duesenberg engine installed: he didn't. It was a Duesenberg chassis powered by a bored-out Ford Mercury engine, which just shows how easily one can be misled.

**T**HERE is at least one German 500 c.c. car in preparation for Formula 3 racing, the L.T.E. Brillant (not, I think, London Transport Executive) designed and constructed by Ferdi Lehder; and there is a persistent whisper that the reason why the Italian firm of Gilera are not anxious to sell their motor cycle engine to 500 constructors is that they are busy making a chassis to put it in, to form a works team. Also from Germany comes the news that Hermann Lang, famous Mercedes driver, will be seen this season at the wheel of one of the new Veritas Meteors.

**I**T was with regret that I learned of the recent death in Hamburg of Karl Dietrich, after a short illness. Before the war his burly, heavily moustached, shaven headed figure was a familiar sight at every major Grand Prix, for he was the tyre specialist who accompanied the Mercedes and Auto-Union teams on their travels, complete with thermometers for checking tyre temperatures and depth gauges for measuring wear. He had been with the Continental tyre firm for forty-three years, and had seen the organization grow from practically nothing to one of the biggest of its kind in Europe.

**A**NOTHER item of Continental news is that Hans Stuck, the famous Austrian driver, is to continue driving the A.F.M. cars this year. These, which are constructed by Alex von Falkenhausen, so far comprise a Formula 2 single-seater with an unsupercharged 2-litre engine, and the other a two-seater 1½-litre, which ran last year in several German events.

**O**F course, the B.A.R.C. Midnight Matinée film show at the Curzon cinema last Friday was an immense suc-



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AGENTS FOR THE DOMINION MOTOR SPIRIT CO. LTD.



After the finish of the second Buenos Aires race, the Maria Eva Duarte de Peron Cup; on the left is Fangio, downhearted because he finished only fourth—he lost the lead when his left rear wheel collapsed. In the centre is Villoresi, happy to have broken his run of ill luck by winning, and on the extreme right Serafini, who finished second.

## THE SPORT

continued

cess, and twice the number of tickets could quite easily have been sold. The programme presentation had a very professional air, no doubt owing in a great measure to the influence of Michael Chorlton, who acted as adviser, and who is a film producer as well as a racing driver and great enthusiast. It was good to see the historic films of early J.C.C. events, and when properly titled and documented these will be of immense value, as they give a very good idea of the realities of motor racing in the early 'twenties.

A SHORT time ago, the Vintage club held a small dinner party at the Café Royal, London, at which the guest of honour was our own "Sammy" Davis. Laurence Pomeroy took the chair, as befitted the president of the club, and among the other guests were such notabilities as Clive Gallop, "Bertie" Kensington Moir, Kent Karslake, Forrest Lycett, Cecil Clutton, Anthony Heal and Tim Carson. It was, apparently, a great occasion; "Sammy" was presented with a glass decanter, and handed a bottle of port from which to fill it. And the port, naturally, could be nothing but 1927 vintage—a year of especial significance, as his followers well know.

A NEW club is being formed with the title of the Essex and Suffolk Motor Club, and an inaugural meeting is planned for 7.30 p.m. on Sunday, January 22, at the Bull Hotel, Halstead, Essex. Anyone interested will be cordially welcomed; those unable to attend should communicate with the guiding spirit, R. K. N. Clarkson, of The Chase, Halstead, Essex.

## CLUB NEWS

**Shenstone and D.C.C.**—1949 Club trophies will be presented by the president, Mr. A. L. Simmons, at a buffet-supper dance to be held at the Three Crowns Inn, Sutton Road, Walsall, from 8 p.m. to 1 a.m. on Friday, February 17. Tickets (10s 6d each inclusive) from V. T. Fellows, Jubilee Cottage, Main Street, Shenstone, Staffordshire.

**Bristol M.C. and L.C.C.**—Cars and motor cycles competed against each other in the Chappell Cup Trial, on January 14, each category covering the same course—a stiff 30-mile stretch south of Bath. C. C. Evans with his

1991 Dacy won the Chappell Cup, gaining 75 marks. First-class awards: Dellow 1,172 s (W. H. Waring), 70 marks; Bellow 1,172 s (G. D. Waldron), 70; M.G. 930 s (G. W. Best), 70. Second-class awards: Roberts Special 933 (H. E. Roberts), 70; Aus-Ford 1,172 (L. Onslow-Bartlett), 70; Morris 1,086 (W. A. Cleave), 65. Team award: G. D. Waldron and L. Onslow-Bartlett.

**Mid-Cheshire C.C.**—Catering for car enthusiasts in the mid-Cheshire area, this club was formed last Friday at a meeting held in the White Barn Hotel, Cuddington, near Northwich, Cheshire. On January 27 a general meeting, to which all prospective members are invited, will be held at the same venue. Affiliation to the R.A.C. is being sought. Acting secretary: R. B. Dawson, "Glenfield," Chester Road, Hartford, Northwich, Cheshire.

**Seven-Fifty M.C.**—The first buffet-dance and prizegiving, held at the Red Cow Hotel, Hammersmith, on January 4, was well attended. Charles Goodacre, president of the club, presented the prizes.

**Cemian M.C.**—Popular feature at the annual dinner and dance, held at the Rembrandt Hotel, London, on January 7, was a repeat performance of Ian Palmer's B.B.C. rendering of a Bugatti going up Shelsley Walsh, together with running commentary. One hundred and fifty members and guests attended the dinner, after which Mrs. Worsley presented the year's club awards.

**Bentley D.C. (Northern Section)**—Plans are under way for the running of a motor coach from Leeds to Silverstone and back on May 13 for the European Grand Prix. The cost is £1 7s 6d per person, and some seats are still vacant. Those interested should contact George Tetlow, 124, Harehills Lane, Leeds.

**North London Enthusiasts' C.C.**—Twenty-two cars started in the Christmas Trial, with its six tests—one a watersplash sprint—and mid-day stop for Christmas dinner. Tyre pressures were checked with varying results at points during the trial, which started at 11 a.m. and finished after dark. Owing to the club's direction markers having been tampered with, competitors in the latter section had a little difficulty in locating test hills. Best performance of the day was put up by D. D. Rinder, in an Allard, with 50.1 marks lost. First-class awards went to Austin (A. W. Richards) 64 marks lost, and Austin (C. J. Abbott) 69.0. Highest placed saloon car: Austin (Mrs. J. W. Evans) 95.9.

**Dublin University M.C. and L.C.C.**—K. P. Murray, driving a 3,917 Mercury-engined special, won the Grafton Cup Trial on January 7 by one mark from the Dublin driver, W. B. Groves (M.G. TC); E. Connell (Brooklands Riley) came third. Both Murray and Groves, after covering twelve observed sections included in the trial, were about 12 marks behind the heat, but gained first and second place respectively by their outstanding performances on the three timed hill-climbs.

**Chiltern C.C.**—Results of the Trophy Trial were as follows: Chiltern Hills Trophy: Alpine (Alec G. Pine). First-class awards: M.G. Ford (G. G. Smith), Morris-A.C.B. (G. Pentony), Lotus (Chapman), H.C. (H. Cocker). Second-class awards: Austin (A. W. Richards), Austin (C. W. Yates), Austin (D. R. Wootton), Mercury (A. E. A. Day). The annual dinner and presentation of awards will be held at the Bull Hotel, Gerrards Cross, on January 25, at 8 p.m.

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## COMING SHORTLY

**JANUARY.** Until 25.—**Brussels Motor Show.**

- 20.—North London Enthusiasts C.C. Annual dinner and dance, Hendon Hall Hotel, Hendon, London, N.W.4. 6.30 for 7 p.m.
- 20.—Harrow C.C. Annual dinner, Orchard Hotel, Ruislip, Middlesex. 7.30 for 8 p.m.
- 21.—Bristol M.C. and L.C.C. Film show, Beaufort Room, Grand Hotel, Bristol, 7 p.m.
- 21.—Civil Service Motoring Association (Yorkshire Centre). New Year's party, Betty's Café, Darley Street, Bradford, 3.30 p.m.
- 22.—Rosario Race, Argentina.
- 22-29.—Monte Carlo Rally.
- 23.—Leicestershire C.C. Annual general meeting, Balmoral Room, Bell Hotel, Leicester, 8 p.m.
- 25.—Midlands Motoring Enthusiasts' Club. Annual general meeting, Red Lion, Church Street, Birmingham, 8 p.m.
- 26.—Cemian M.C. Annual general meeting, Horse and Dolphin, St. Martin's Street, London, W.C.2., 7 p.m.
- 26.—British Automobile Racing Club. Annual general meeting, R.A.C., Pall Mall, London, S.W.1, 6 p.m.
- 29.—Falcon M.C. Closed invitation trial, Hertfordshire.

29.—M.G. C.C. (Scottish Centre). Driving tests.

31.—Lagonda C.C. Film show, with talk on problems of lubrication, Prince of Wales, 150, Long Acre, London, W.C.2.

**FEBRUARY 1.**—Seven-fifty M.C. Meeting, Red Cow Hotel, Hammersmith Road, London, W.6.

3.—North-West London M.C. Annual dinner and dance, Rembrandt Hotel, South Kensington, London, S.W.7, 6.45 for 7.15 p.m.

3.—Sheffield and Hallamshire M.C. Annual dinner-dance, Grand Hotel, Sheffield.

4.—Vintage S.C.C. (Northern Section) Annual general meeting, Angel Hotel, Knutsford, Cheshire, 5.30 p.m., followed by buffet tea and film show.

4-5.—Bugatti O.C. Night Trial, starting Watermill Roadhouse, Dorking, Surrey (on main Dorking-Reigate road), 9.30 p.m.

5.—Hagley and D.L.C.C. Clee Hill Trial, Bridgnorth, Shropshire.

5.—Kentish Border C.C. Best Cup Trial, Kent.

5.—Herts County A. and A. Club. Spring Trial, Chilterns.

## IN BRIEF

The death has been announced of Mr. E. J. Mattinson, of Tyresoles, Ltd. Mr. Mattinson joined the company in early 1935 and was the first salesman. He became sales manager and subsequently general manager of the Manchester branch, until, in 1946, ill health forced him to relinquish the appointment.

An informal dance for past and present students of the Colleges of Automobile and Aeronautical Engineering will be held on Friday, February 3, at St. Mary's Hall, Hotham Road, Putney. Tickets are obtainable from Miss Sidwell, College House, 72, Princes Way, Wimbledon Park, London, S.W.19, priced at 3s 6d each.

The directors of Rossleigh, Ltd. report that the trading profits for the year ended September 30, 1949, including subsidiaries, amounted to £114,639 which, with income from investments and transfer fees, became £115,951. A dividend of 15 per cent is recommended for ordinary shares, with a bonus of 5 per cent.

W. L. Thompson, Ltd., 230-236, Anlaby Road, Hull, have announced the death of Mr. W. L. Thompson, senior, the firm's founder. Mr. Thompson was a pioneer of cycling in the days of the penny-farthing and, later, the safety cycle. In 1905 he founded the present firm and dealt with Ford products until 1934 when dealership of Fords was relinquished and Vauxhall and Bedford cars and commercial vehicles took its place. He was elected district consul of the Motor and Cycle Trades Benevolent Fund ("BEN") from its inception.

The works of Reckitt and Colman, Ltd., at Walton, Liverpool, have been purchased by the Dunlop Rubber Co., Ltd., to provide extra space to cover the increasing demand for Latex foam cushioning for vehicle and domestic purposes. This factory is adjacent to the Dunlopillo factory at Liverpool. The arrangement will provide for the employment of the Reckitt Colman personnel who formerly worked here.

The retirement from the parent Dunlop company is announced of Mr. G. Livings, who is works manager at the Cambridge Street factory at Manchester.

Mr. W. Charlton has been appointed publicity manager of the National Benzole Co., Ltd., Buckingham Gate, London, S.W.1. He joined the company in 1935 as a trainee and was on the sales staff until entering the Royal Navy in 1940.

Mr. J. F. Thornton has been appointed sales manager for Hooper and Co. (Coachbuilders), Ltd., Western Avenue, London, W.3. Before joining the company, 26 years ago, Mr. Thornton was on the staff of Million Guinet, Paris. His father, Mr. T. R. Thornton, who retired in 1945, was a director of Hooper and Co. for 25 years.

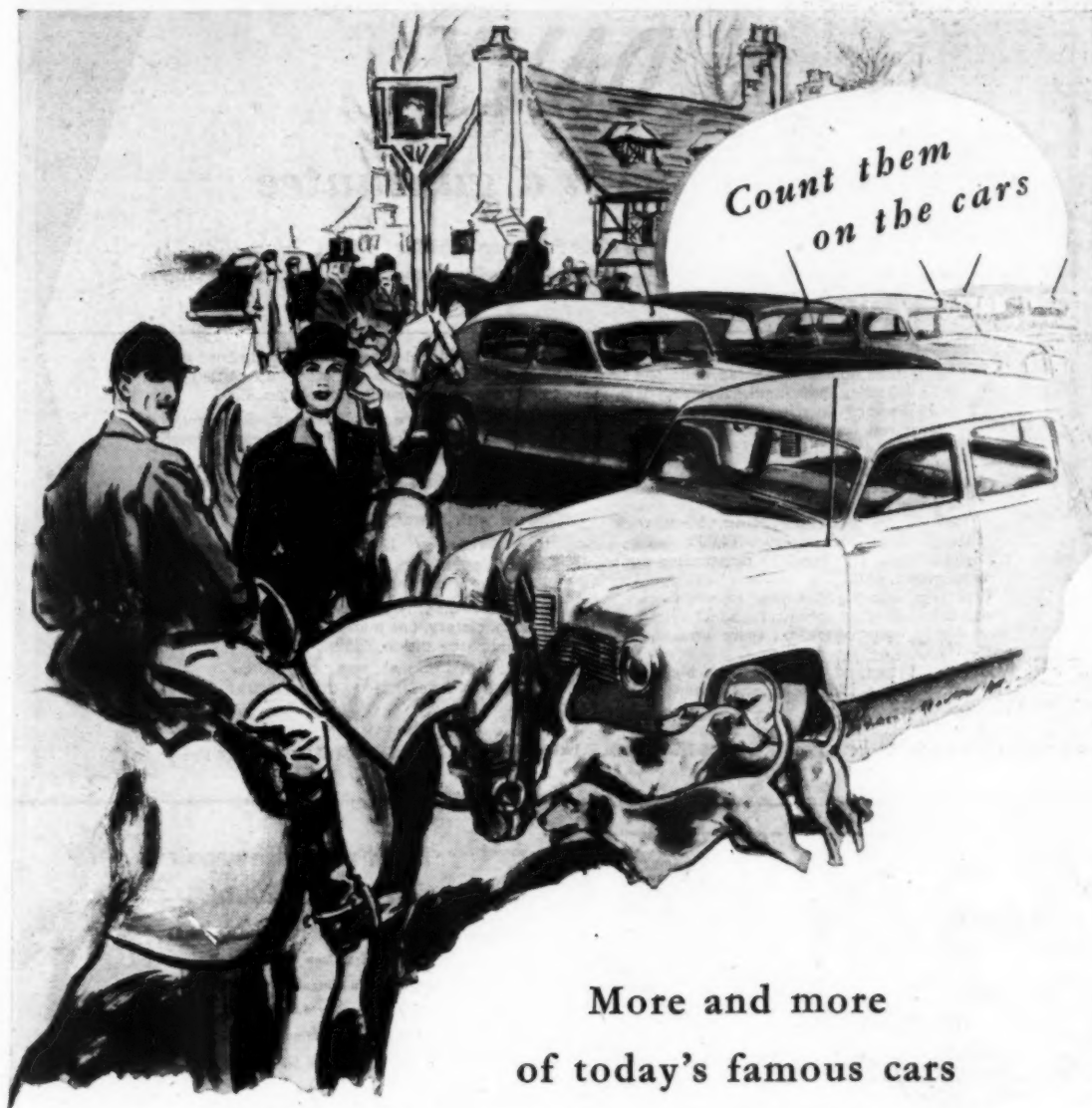
Consolidated net profit for the year ended September 30, 1949, of Mann Egerton and Co., Ltd., 5, Prince of Wales Road, Norwich, was £67,879, after providing for supplementary pensions, bonus to employees and taxation. After all deductions had been made, £38,214 was carried forward for the succeeding year. The annual general meeting will be held on January 24.

Mr. John Oldham, O.B.E., J.P., chairman of Oldham and Son, Ltd., Denton, Manchester, has left for South Africa for discussions following the setting up last year of a subsidiary in the Union. He will be joined there by the company's financial adviser and the chief engineer.

Resulting from greatly increased demand for the company's products which, of course, include car batteries, further expansion of operations in the Union is envisaged.

At Rootes, Ltd. service department at Ladbroke Hall, Baring Road, London, W.10, the following appointments have been made: Mr. W. J. Lester as service manager; Mr. P. G. Manning as works manager, who will continue to be responsible for the car service department; and Mr. E. W. Dalling as works manager (trucks), responsible for the truck service department. Mr. G. L. Elder has taken up a post in New York, and Mr. W. E. Crisp has been appointed parts manager at Ladbroke Hall.





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A range of 40 first-class vehicles  
each one carefully selected and carrying a written guarantee for three months.

1948 Sept. Ford Pilot, black with brown leather upholstery, fitted radio and heater, 3,000 miles, indistinguishable from new, £985

1936 April Austin 18 Hertford, ash grey with red leather upholstery, 35,000 miles, in original condition, £375.

1946 Oct. Jaguar 1½-litre, black with brown hide, 9,000 miles, in superb condition, very carefully maintained, £860.

1947 Model Hillman Minx, black with beige cloth upholstery, 14,000 miles, original tyres still good, an outstanding car throughout, £575.

1948 Sept. Morris 8, 4-door saloon, black with brown leather upholstery, 5,000 miles, one owner, new condition, spare unused, £595.

1948 April Standard 14, grey with blue hide upholstery, 15,000 miles, superb condition, £725

1948 Model Standard 12, drop head coupe, black with fawn leather upholstery, one owner, outstanding condition, £745.

1948 Oct. Vauxhall Velox, 5,000 miles, black with beige hide, fitted heater, unused spare, unmarked and as new, £850.

1948 Vauxhall 14, black with brown leather upholstery, one owner, small mileage, fitted with heater, £785.

1946 Wolseley 18, black, with brown leather upholstery, one owner, small mileage, very carefully used, £725.

1946 Aug. Wolseley 14, black with brown leather upholstery, one owner, 16,000 miles, in outstanding condition, £750.

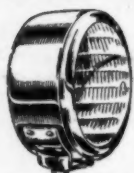
1947 Nov. Ford 5 cwt. van, beige, unwritten, small mileage, fitted with two extra seats, £395.

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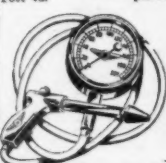
**12-point Crank RING SPANNERS.** Finest quality Cadmium plated, 2/6 set. Post 6d.



**NEW BRITTOOL 4 in 1 12 POINT SOCKET WRENCH.** U.S.A. size. Our price 9/6. Post 9d.



**DUFFLE WAISTCOAT.** all wool, off white, 9/6. Post 9d.



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10 h.p. Sports Saloon, 1940. Clean condition. Identical features to post-war example..... £465  
10 h.p. four-seater Sports Tourer, 1939/40. Black, red leather, good hood and screens. Fast... £455  
10 h.p. Sports Saloon, 1939. Attractive suede green finish. Excellent engine, 5 new Dunlop tyres £445  
10 h.p. four-seater Sports Tourer, 1939. Metallic grey, red leather. Engine just re-serviced... £465  
10 h.p. Sports Saloon, 1939. Good engine and tyres. Sound chassis. Original cellulose. £395  
10 h.p. Sports Saloon, 1946. Immaculate car in superb mechanical order. Speedo 12623 miles £675  
10 h.p. Sports Saloon, 1940. Beautiful fawn cellulose, spotless interior. One Lady owner... £525  
10 h.p. Sports Saloon, 1938. In fine mechanical order. Extensively re-serviced. Good tyres £365  
10 h.p. Sports Saloon, 1938. Moderate mileage only, stored five years. Very clean condition £375  
10 h.p. Foursome D-H. Coupe, 1938. Particularly attractive appearance. Fine runner £325  
10 h.p. Sports Saloon, 1938. Original cellulose, very stylish appearance, beautiful runner..... £345  
14 h.p. 2-Litre Sports Saloon, 1940. Immaculate throughout. Metallic grey, red leather, very fast £595

## WOLSELEY

Including several low-mileage post-war models.

10 h.p. Saloon, 1939. Original dark green finish, very fine little engine. New Dunlop tyres... £395  
10 h.p. Saloon, 1940. Similar features to 1947 example. Tip-top mechanical order. Extras £425  
12 h.p. Two-seater Sports Hornet, 1932. Very good runner, hood and screens intact, sound tyres £95  
12 h.p. Saloon De Luxe, 1936. Pearl grey, blue leather. Large-type body as 14 h.p. model £395  
14 h.p. Saloon, 1939. In excellent mechanical order. Cellulose slightly dull. Bargain... £395  
14 h.p. Saloon De Luxe, 1939. Original black finish, very clean interior. Almost new tyres £445  
14 h.p. Saloon De Luxe, 1939. Finished olive green, beautiful mechanical order. Bargain £465  
14 h.p. Saloon De Luxe, 1939. One owner since new. Moderate mileage. Very carefully used £485  
14 h.p. De Luxe Saloon, 1940. Immaculate appearance. Handsome and imposing vehicle £525  
14 h.p. De Luxe Saloon, 1947. Speedo 10,154 miles. Virtually unblemished condition... £785  
21 h.p. Saloon, 1933/4. Black, brown leather. Very clean, fitted reconditioned engine recently £95  
25 h.p. De Luxe Saloon, 1938. Original silver grey finish, engine reconditioned and overhauled £345  
16 h.p. Saloon, 1935. Quite a good runner, with solid black coachwork, and five very good tyres £125

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Over 50 models in stock from 7 to 20 h.p.

7 h.p. Ruby Saloon, 1937. Neat, tiny little car, particularly economical. Very good tyres... £155  
Big 7 Saloon De Luxe, 1938. Extra room in this model. Sunshine roof and four doors. Extras £275  
8 h.p. Saloon, 1939/40. New-type model, lift-up front, similar to post-war. Original condition £315  
8 h.p. Four-door De Luxe Saloon, 1946/7. Immaculate car. Carefully maintained since new... £465  
8 h.p. De Luxe Saloon, 1947. Condition as new. Leather interior, radio, demisters, etc..... £525  
10 h.p. Lichfield Saloon, 1935. Good runner, tyres in sound condition. Outstanding value £145  
10 h.p. Cambridge Saloon, 1938. Smart modern appearance, smooth engine. Recommended £335  
10 h.p. Saloon De Luxe, 1939. Original makers' finish. Late property retired Civil Servant £365  
10 h.p. A40 Four-door Devon Saloon De Luxe, 1948. Absolutely as new. Heater, 4,160 mls. £895  
12/4 Saloon, 1935. Really sound car with good coachwork and leather upholstery. Runs well £145  
12 h.p. Ascot Saloon, 1938. Full five-seater body. Attractive condition. Fitted new Dunlop... £350  
12 h.p. Ascot Saloon, 1939. Original black finish, fawn leather upholstery. Excellent engine... £395  
12 h.p. New Type Saloon, 1940. Lift-up bonnet, similar to post-war model. Very immaculate £495  
12/6 Saloon, 1935. Good solid car, finished black dark blue leather interior. Runs well... £195  
10 h.p. Goodwood Saloon, 1936. Original makers' finish, sound coachwork. Bargain... £225  
10 h.p. Goodwood Saloon, 1938. Capacious body, very smooth, quiet runner, fitted new tyres £375

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10 h.p. Saloon, 1933/4. Sound runner, light on petrol. Ready to drive away at once. Bargain £165  
10 h.p. Saloon, 1937. Immaculate car, lately owned by local rector. Moderate mileage only..... £350  
10 h.p. De Luxe Saloon, 1938. Original duo-blue cellulose. Very sweet engine. Four new tyres £375  
10 h.p. Saloon De Luxe, 1939. Stylish modern design. Large external rear boot. Bargain £495  
10 h.p. De Luxe Saloon, 1940. Identical features to post-war example, magnificent engine..... £595  
12 h.p. Saloon, 1936. In fine condition for the year. Clean leather interior, runs very well..... £245  
12 h.p. Saloon, 1937. Original finish (black) Dark blue leather upholstery. Good engine £315  
12 h.p. Saloon, 1938. Finished silver grey, grey leather. Outstandingly good performance £485  
12 h.p. Sportsman's Saloon, 1935/6. Stylish lines, modern instruments and features. Good tyres £215  
12 h.p. Sports Saloon, 1939. Fine example. Suede green. Excellent engine, Ace discs £515  
12 h.p. Saloon, 1938. Sound condition, fine chassis. Fitted five brand-new Dunlop tyres £396  
12 h.p. Saloon, 1939. One owner. Original finish (dark blue). Moderate mileage only £555  
12 h.p. Saloon, 1940. With clean black coachwork, extensively re-serviced mechanically £575  
12 h.p. Sports Saloon, 1940. Immaculate appearance. Regularly serviced Rover specialists £635  
12 h.p. De Luxe Saloon, 1947. In showroom condition. Speedo 11,004 miles. One owner £975  
14 h.p. Saloon, 1935. In splendid condition for its year. Runs smoothly. New battery and tyres £245  
14 h.p. Saloon De Luxe, 1936. In superior order throughout. Very clean leather interior... £275  
14 h.p. Speed Sportsman's Saloon, 1937. Rare and desirable model. Silver grey finish, extras £485  
14 h.p. De Luxe Saloon, 1937. Stored war years. Limited use only. Fitted several extra features £355  
14 h.p. Saloon De Luxe, 1938. Handsome car, very sound coachwork, tyres and chassis..... £425  
14 h.p. Saloon, 1939. Finished attractively, maroon cellulose with red leather..... £565  
14 h.p. Sports Saloon, 1939. Black, blue leather, original finish. Runs well. Bargain... £545  
14 h.p. Sports Saloon, 1939. In superior condition and first-class mechanical order. Ace discs £595  
14 h.p. Sports Saloon, 1940. With late-type features and instruments as 1947. New tyres £645  
14 h.p. Saloon De Luxe, 1946. Looks like brand new. Late property London business magnate £395  
14 h.p. De Luxe Saloon, 1947. One owner, absolutely unblemished, con. Speedo 11,100 miles £995  
14 h.p. De Luxe Saloon, 1947. Similar model to above, slightly higher mileage. Immaculate £985  
16 h.p. Sports Saloon, 1939/40. Handsome and impressive vehicle, outstanding performance £595  
16 h.p. Saloon De Luxe, 1939. Finished suede green, green leather interior. Excellent engine £575  
16 h.p. Sports Saloon, 1940. With identical features to 1947 model, fitted radio..... £645  
16 h.p. Saloon De Luxe, 1940. Privately owned and very carefully used since new. Extras £625

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All models of this very popular make in our showrooms.

8 h.p. Popular Saloon, 1934. Runs jolly well, economical performance. Sound chassis... £145  
8 h.p. Saloon, 1937. Black with red leather. Clean condition. Three new Goodyear tyres £105  
8 h.p. Saloon, 1937. Just fitted genuine works re-conditioned engine. No mileage since..... £245  
8 h.p. New Type Saloon, 1938. Sound coachwork k. Leather interior, cellulose a bit dull. Clean £165  
8 h.p. Austin Saloon, 1947. Nominal mileage only. One owner since new. Leather interior £445  
8 h.p. Saloon, 1937. Original coachwork quite well maintained. Sound chassis, runs well £235  
8 h.p. Prefect Saloon, 1939. Leather interior. Particularly recommended for economy..... £335  
10 h.p. Saloon, 1947. Very immaculate car, one owner since new. Genuine low-mileage model £565  
10 h.p. Prefect Saloon, 1948. In condition as brand new, late owner just gone abroad..... £595

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Special selection of 8-, 7- and 6-passenger models.

16 h.p. Austin Long Chassis 7-passenger Saloon, 1937. Face-fwd. seats. Clean, economical £465  
18 h.p. Long Chassis York 7-passenger Saloon, 1937. Original dark blue. Face-fwd. seats £405  
18 h.p. Long Chassis York 7-passenger Saloon, 1937. Beautiful condition. Privately owned £405  
Austin 20 7-passenger Divided Limousine, 1936. Glass partition, face-fwd. seats. Very clean condition. Splendid mechanically. Bargain £375  
Austin 20 Eight-seater Limousine, 1934. Sound condition, good tyres, full equipment, discs £225  
18 h.p. Austin 18 7-passenger Windsor 1938. Genuine one owner. Privately taxed. Very well maintained. Face-fwd. seats. Leather front and rear £625  
38 h.p. Buick Limousine, 1940. With glass division, face-fwd. seats. Privately owned since new. Very immaculate condition, leather upholstery £650  
21 h.p. Hillman 7-passenger double-enclosed Limousine, 1939. Disappearing division, face-fwd. seats, heater, five new tyres. Immaculate... £665  
Lincoln V12 eight-seater Limousine, 1936, superb body. Every luxury, outstanding bargain £345  
27 h.p. Humber Pullman 7-passenger Enclosed Limousine, 1939. Black, face-fwd. seats £795  
27 h.p. Humber Pullman Thrupp and Maberly Limousine, 1937. Privately owned, face-fwd. seats £550  
27 h.p. Humber Pullman 7-passenger Limousine, 1937. Engine just extensively re-serviced £555  
25 h.p. Wolseley 7-passenger Enclosed Limousine, 1937. Face-fwd. seats, leather upholstery throughout. Lady owner. Maintained by expert staff £595  
30 h.p. Chevrolet 7-passenger Limousine, 1938. Immaculate black and chrome. Face-fwd. seats, will accommodate 3 passengers. Ex. engine £545

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Special selection of various makes.

8 h.p. Standard Foursome, 1939. Black, red leather, nippy engine. Brand-new hood..... £295  
10 h.p. Hillman Foursome, 1936/7. Suede green, very exceptional mechanically. Good hood £265  
10 h.p. Hillman Foursome, 1939. Black, brown leather, spotless leather interior, extras..... £385  
10 h.p. Ford Foursome, 1940. Very immaculate Brand-new hood, magnificent mechanically £385  
10 h.p. Sunbeam-Talbot Foursome, 1938. Black. Original coachwork, dark blue leather..... £385  
10 h.p. Sunbeam-Talbot Foursome, 1939. Metallic grey, red leather, engine just re-serviced..... £465  
12 h.p. Wolseley Foursome, 1937. Special body. Over £220 spent on engine overhaul. Bargain £345  
21-Litre Jaguar Foursome, 1939. One owner. Beautifully maintained car. New hood, etc. £495  
21-Litre Jaguar Foursome, 1940. Original black coachwork. Radio Ace discs. Very fast... £525  
31-Litre Jaguar Foursome, 1939. Impressive vehicle, mag. performance. Five new tyres. £495  
22 h.p. Hudson Terraplane, 1937. Foursome Big 6 Convertible. Fine mech. order throughout £195  
22 h.p. Hudson Terraplane, 1939. Special Foursome Convertible Coupe. Magnificent condition. Many post-war features, steering-col. gears £385  
30 h.p. Ford V8 Club Cabriolet, 1936/7. Excellent engine, very fast. Outstanding bargain... £195  
30 h.p. Ford V8 Cabriolet, 1937/8. Spotless cellulose, fitted radio, almost new hood and tyres £295  
30 h.p. Foursome Ford V8, 1939. Immaculate. Leather int. one owner. Magnificent engine. £385  
30 h.p. Buick Carlton Foursome, 1937. Immaculate brand-new top, radio, heater, leather interior £475  
30 h.p. Buick, Push-button hydraulically-operated six-seater, registered July, '46. As new £895  
40 h.p. Cadillac Foursome. Superb vehicle, 1940. leather upholstery built-in radio, heater... £625

## HILLMAN

Over 30 fully guaranteed models in stock.

10 h.p. Four-door Sunshine Saloon, 1934. Very clean little car, runs pleasantly, good value £145  
10 h.p. Minx Saloon, 1937. Modern appearance, clean leather interior. Re-serviced engine £235  
10 h.p. Minx Saloon, 1939. Outstanding appearance. Fitted five brand-new Michelin tyres £365  
10 h.p. Saloon, 1948. Immaculate model. Speedo reading 7,142 miles. Steering-column gears £695  
14 h.p. Saloon, 1939. Full five-seater body, outstanding appearance. Black/brown hide... £395  
16 h.p. Saloon, 1935. Very solid car, splendid chassis. Large-type body, good tyres..... £195

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- 1948 **ARMSTRONG** Typhoon saloon, 9,000 miles, as new.
- 1948 **MORRIS** 10 saloon, 4,000 miles, choice of two.
- 1947 **STANDARD** 12 d/h foursome, 14,000 miles.
- 1939 **AUSTIN** 18, Windsor, 7-seater.
- 1939 **PASKARD** limousine, 32,000 miles, practically as new.
- 1938 **PASKARD** 5 passenger saloon, exceptional condition.
- 1936 **PASKARD** limousine, privately owned, exceptional condition.

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**CARS  
(ALL MODELS)**

Particularly Limousines, including Austin 18s, American cars, 5- and 10-cwt Vans, pre-war and post-war.

**BUYER WILL CALL**

**6 & 7 WARREN STREET, W.1**  
Opposite Warren St. Tube. EUS 3268/9

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### INDEX

	PAGE
Ambulances	65
Auctions, Tenders, etc.	72
Batteries, etc.	68
Books, etc.	72
Brakes, Cables, etc.	68
Business and Property	68
Camshafts	66
Caravan Sections	68
Carburetors, Economisers	68
Car Radio	68
Care for Hires	67
Chromium Plating	68
Clothing, etc.	68
Coachbuilders and Bodies	65
Commercial Vehicles	68
Conversions	69
Crown Wheels and Axle Shafts	69
Cylinder Grinding, etc.	69
Dynamometers	69
Electrical Equipment	69
Electric Vehicles	69
Engines and Accessories	69
Exchange	68
Export	69
Financial Partnerships	69
Garage Equipment	69
Gear and Steering Boxes	69
Generating Plant	69
Hoists, Cellulose, etc.	69
Independent Suspensions	69
Insurance Companies	70
Insurance	70
Loose Covers	70
Magnets	70
Mals, Rugs, etc.	70
Miscellaneous	70
Mobile Canteens, Kitchens, etc.	70
Motor Cycles for Sale	65
Motor Heaters	70
Mudguards	70
New Cars	66
Number Plates	70
Packing and Shipping	70
Parts and Accessories	70
Petrol Economisers	71
Pistons	71
Racing Fuel	71
Radiators, Muffs, etc.	71
Repairers, Welding, etc.	71
Safety Glass	71
Second-hand Cars for Sale, Wanted and Spares and Services	45-65
Shock Absorbers	71
Silencers	71
Situations Vacant	71
Situations Wanted	71
Speedometers	71
Storage	72
Superchargers	72
Tailors	66
Tuition	72
Tyres and Tubes	72
Wheels, Discs, etc.	72

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**ARCHIE SIMONS & Co., Ltd.**—Armstrong Siddeley 20hp 7-passenger limousine, leather throughout, face forward seats; £295.—94, Gt. Portland St., W.1. Len. 1343. [16200]

**1937** Armstrong 7-seater face-forward limousine, in very nice condition throughout, special bargain; 299gns; 3 months' guarantee; terms and exchanges.  
**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [6940]

**1936** Armstrong Siddeley 12 plus 4-door saloon, bench type seats and easy-clean wheels with rear boot; £235.—Rom Garage and Service Co., Ltd., Galloway Corner, Romford, Essex Inceburne 29. [6110]

**ARMSTRONG SIDDELEY**  
295 gns.—Armstrong Siddeley (July, 1937) 17hp 4-door touring saloon, dark blue, sliding head, blue leather, preselator, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Armstrong Siddeley 1934 model 15hp 4-door saloon, green leather, preselator, carefully used, excellent condition.—Terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6700]

£895.—Armstrong Siddeley 16hp Hurricane four-seater coupe, 1948, one owner, magnificent condition, genuine low mileage model, immaculately finished dark blue upholstered in blue leather, fitted heater, etc.

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. MK15 and 2351. See our full page advertisement in this issue. [6468]

**ARMSTRONG** 20hp chassis, fitted with special 5/6-seater winding head Tickford de luxe saloon body, genuine 59,000 miles since new, chauffeur maintained, most comfortable car in superb condition, unrepeatable opportunity; £275.—Robbins, East Putney. Tel. 4581. [7001]

**NAYLOR & ROOT, Ltd.**—Armstrong Typhoon saloon, black, brown hide upholstery, 12,000 miles only, equal to new throughout; £855; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [6386]

9000—genuine mileage, 1939 Long-17hp-partitioned, blue leather limousine, forward occasional, 1948-condition, immaculate. Below.

**LIMOUSINE** 1937 Long-17hp, partition, wide occasional, black, private, opportunity. £585.

**LIMOUSINE** 1936/20hp, partition, 7-forward, black, 1946-condition throughout, genuine 38,000, private, original also 5-seater leather saloon, unbelievably immaculate, £365. **Alpe & Saunders**, Providence Court, Grosvenor Square, 2941-Mayfair. [6417]

#### Armstrong Siddeley Cars Wanted

**C** **THE CAR MART, Ltd.**, wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 5434. [6951]

**G** **CATERHOUSE MOTORS** are regular buyers of good clean Armstrong Siddeley cars. [6572]

**G** **CATERHOUSE MOTORS, Ltd.**, Highgate Village, London, N.6. Mountview 4444. [6572]

**R** **OWLAND SMITH'S** the Armstrong buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [6916]

1948—Armstrong Typhoon saloon wanted.—Turnbull, Ross House, Station Hill, Winchester. [6355]

**C** **ASH** immediately for good Armstrong Siddeley cars.—H. F. Edwards 28, Upper High St., Epsom 2400. [6760]

**M** **ARSTON MOTOR Co., Ltd.**, for your Armstrong Siddeley.—Tel. Sta. 9300. Seven Sisters Rd., Tottenham, N.15. [6183]

7-SEATERS private limousines required, cash waiting. **Alpe & Saunders**, Providence Court, Grosvenor Square, Mayfair-2941. [6374]

**H** **ENLYS, Ltd.**, wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [6061]

#### Armstrong Siddeley Spares and Service

**A** **LARGE** stock of spares for the above cars always available.—Pass & Joyce, Ltd., London, distributors. Works, Hawley Crescent, Camden Town, Tel. Gul. 4141. [6052]

**H** **ENLYS, Ltd.**, Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselator gear boxes undertaken.—Tel. Deansgate 6216. [6216]

#### ASTON MARTIN

**C** **HIPSTEAD MOTORS, Ltd.**—See under Sports Cars column advert. No. 6448. [6450]

£575.—Aston Martin 1937 15-98 2-litre long chassis tourer; first-class condition throughout.—Box 1741. [6837]

#### Aston Martin Cars Wanted

**A** **STON MARTIN** cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100. [6746]

**C** **ASH** immediately for good Aston Martin.—H. F. Edwards 154, Gt. Titchfield St., W.1. Langham 0012. [6746]

**R** **OWLAND SMITH'S**, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [6917]

#### Aston Martin Spares and Service

**F** **RIARY MOTORS, Ltd.**, [6918]

**S** **OLE** suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities. 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1365]

#### AUSTIN SEVEN

1936—Austin 7 Ruby de luxe saloon, very carefully used, engine rebored, good tyres, petrol from Oct. '49; £159. [5555]

**X** **L. SERVICE STATION**, Kingston Vale, S.W.15. Kin. 8333. [5555]

1939—Austin Big 7 4-door saloon, immaculate condition throughout, small mileage; 285gns; 3 months' guarantee, terms and exchanges. [6746]

**J** **ACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Horney, Mountview 5228 and 5774. [6941]

#### Austin Seven Cars Wanted

**R** **OWLAND SMITH'S**, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [6917]

**R** **AYMOND WAY**, the hire-purchase specialists, are still buying Austin 7s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5132]

#### AUSTIN EIGHT

**C** **AR MART, Ltd.**, [6918]

1948—Austin 8 saloon, 13,000 miles; £595.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6797]

**J** **CORYTON, Ltd.**, [6797]

1946—8hp Austin 4-door saloon, 26,181 miles recorded, black with brown upholstery, good all-round condition and running; against any major mechanical defect.—139-149, Fulham Rd., S.W.3. Ken. 1410. [3041]

#### AUSTIN EIGHT

**H. A. SAUNDERS, Ltd.**, offer:—

1947—Austin 8hp saloon de luxe, 12,000 miles; £575. [6572]

1947—Austin 8hp saloon de luxe, 13,000 miles; £585. [6572]

**H. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [6994]

1939—Austin 8, 2-door saloon, very good condition; £300. [6572]

1947—Austin 8, 4-dr saloon, excellent condition and a really fine car; £550.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [6515]

1946—Austin 8 de luxe saloon, black, brown leather, excellent condition; £500. [6535]

**G** **EORGE NEWMAN & Co.**, 369, Euston Rd., London, N.W.1. Euston 4466. [6543]

**A** **RCHIE SIMONS & Co., Ltd.**—1946 Austin 8hp 4-door saloon de luxe; £435.—94, Gt. Portland St., W.1. Lan. 1345. [6291]

1940—model Austin 8; £295.—Peter Bantock, 37-39, King St., Parade, Twickenham. Popesgrove 7447 and 7030. [5067]

1947—Austin 8 4-door de luxe saloon, speedometer reading 10,000 miles, very carefully used and maintained; £545. [6572]

1940—of two, both in excellent condition and appearance; £515, £325; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [5335]

**L** **ATE** 1947 Austin 8 saloon de luxe, 7,000 miles, immaculate condition, £565.—The White Swan, Botolphsham, Cambs. Tel. 259. [5930]

**A** **USTIN 8** saloon, 1947, one owner, low mileage, black with brown hide upholstery, faultless, guaranteed; £545.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [6497]

1946—Austin 8 sun saloon, black, brown leather, exceptionally fine condition, taxed year; three months' written guarantee; £465.—Maycroft Motors, 24, Lynton Rd., Crouch End, N.8. Mountview 4871. [6866]

295 gns.—Austin 8 June, 1939, de luxe saloon, black, sliding head, brown leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6723]

#### Austin Eight Cars Wanted

**C** **THE CAR MART, Ltd.**, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [6952]

**A** **N** immediate cash offer given for your Austin 8; any year. [6952]

**M** **B. MOTORS**, 336, New Cross Rd., London, S.E.4. Tel. Fiddway 3779. [6869]

**R** **OWLAND SMITH'S**, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [6919]

**S** **ELL** your Austin to us; good cars urgently wanted, all models.—Oxford, 67, George St., W.1. Wel. 6899. [6869]

**B** **ANSTEAD ROAD GARAGE** urgently require 8hp post-war Austin cars in good condition.—Carshalton, Surrey. Vigilant 3341. [5912]

**R** **AYMOND WAY**, the hire-purchase specialists, are still buying Austin 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5133]

#### AUSTIN TEN

**C** **AR MART, Ltd.**, [6918]

1947—Austin 10 saloon, 14,000 miles; £645.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6799]

**J. CORYTON, Ltd.**, [6797]

1946—Austin 10 sun-roof saloons, choice of black upholstery, completely reconditioned, revalued, necessary, interiors renovated and in immaculate appearance, mechanically guaranteed for 3 months.—139-149, Fulham Rd., South Kensington, Ken. 1410. [5858]

**H. A. SAUNDERS, Ltd.**, offer:—

1947—Austin 10hp saloon de luxe, 7,000 miles; £695. [6572]

1946—Austin 10hp saloon de luxe, 18,000 miles; £585. [6572]

**H. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [6994]

**W** **ADDINGTON MOTORS, Ltd.**, offer:—

1946—Austin 10 saloon, immaculate condition throughout; £550.—Portune Green Rd. N.W.6. Ham. 2211. [4210]

**M** **EBES & MEBES, Ltd.** (Est. 1893) offer:—

1939—Austin 10hp de luxe Cambridge saloon, black, brown leather upholstery, coachwork, mechanical condition and tyres excellent, extras one owner, above average for year; £395.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [6946]

**C** **ARMO (1929), Ltd.**—Austin 10 (Oct., 1946), radio, immaculate condition; £595. [6572]

**C** **ARMO**, St. John's Wood, N.W.8. Tel. Pri. 0141. [6663]

£145.—1935 Austin 10 Lichfield de luxe saloon, reliable car, in nice condition. [6572]

**B** **RAY MOTORS**, 180-184, West End Lane, N.W.6. Hampstead 6490. [6656]

**A** **USTIN 10** Cambridge saloon, excellent condition throughout; £290.—K. & N. Motors, 94, Lanark Rd., W.9. Cun. 8636. [6907]

1946—£535.—Station Garage, Bush Hill Park, Enfield, Lab. 2092. [6885]

10hp Austin sunshine saloon, 1938, one owner, exceptionally small mileage, £325; also a 1936 saloon, in good order, £175. [6885]

**W** **ADCOL MOTORS**, 150, West End Lane, N.W.6. Hampstead 1177. [6285]

#### AUSTIN TEN

1946 (July) Austin 10 saloon, black with brown leather upholstery, one owner, exceptionally clean little car, taxed to March; £575. [5673]

**R. C. WIMBUSH, Ltd.**, 312, Earls Court Rd., S.W.5. Fremantle 8401. [5673]

**G** **ORDON CARS (LONDON), Ltd.**—1947 Austin 10 saloon, black, 5,600 miles, excellent.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. [6643]

1939—Austin 10 Cambridge saloon de luxe, new engine, one owner, as new; exchange.—Lockwood, Hall-way, Walton 2824, after 6 o'clock. [6107]

295 gns.—Austin 10 July, 1938, Cambridge de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms, exchanges.—Rowland Smith, below. [6722]

365 gns.—Austin 10 July, 1942, de luxe 4-door saloon, black, sliding head, blue leather, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6722]

1939—Austin 10 black Cambridge saloons, choice of 2, guaranteed condition; H.P. terms, all arranged.—Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [4298]

**A** **USTIN 10** saloon, 1947, low mileage, black with brown hide upholstery, unblemished, guaranteed; £625.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [6498]

1947—Austin 10 saloon, green with green upholstery, 20,000 miles, new tyres, very clean car; £625; hire purchase and exchanges.—Golly's Garage, Ltd., 111a, Earls Court Rd., London, S.W.5. Froisher 0065, 0669. [5669]

£325—Austin 10 1939 4-door cabriolet in very excellent original condition, one owner; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7, Open Mon. to Sat. 9-6. [6254]

1939 (January) Austin 10 Cambridge de luxe saloon, black with brown leather, engine recently reconditioned, privately owned, very exceptional throughout; £385.—Hurry Nash Motors, Ltd., 348, King St., Hammer Smith, Riverside 2837-8. [6905]

1946 (March) Austin 10 de luxe 4-door saloon, blue, blue leather, one ownership, low mileage, really immaculate car, thoroughly recommended; written guarantee at attractive price; terms, exchanges.—H. P. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [6744]

**T** **ANKARD & SMITH, Ltd.**, offer 1937 Austin 10 2-seater in original black with blue leather upholstery, speedometer reading 32,000 miles which, from the excellent appearance and mechanical condition, may well be true; £245; three months' written guarantee; also 200 guaranteed used cars of all makes.—138, Kings Rd., S.W.3. Tel. Flaxman 4801 2/3. [6301]

#### Austin Ten Cars Wanted

**C** **THE CAR MART, Ltd.**, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [6953]

**A** **N** immediate cash offer given for your Austin 10; any year. [6953]

**M** **B. MOTORS**, 336, New Cross Rd., London, S.E.4. Tel. Fiddway 3779. [6869]

**P** **OST-WAR** Austin 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0841]

**R** **OWLAND SMITH'S**, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [6920]

**S** **ELL** your Austin to us; good cars urgently wanted, all models.—Oxford, 67, George St., W.1. Wel. 6899. [6869]

**J** **ACK ROSE, Ltd.**, require low-mileage Austin cars.—141, N.15. [6570]

**W** **ALLINGTON 6677-8.** [7674]

1939/48 Austin 10 saloon urgently required.—Richard France, Ltd., 254, High St., Tottenham, N.15. [5132]

**R** **AYMOND WAY**, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840]

#### AUSTIN A40

**C** **AR MART, Ltd.**, [6918]

1948—Austin A40 Dorset saloon, heater, 4,000 miles; £825.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6799]

**T** **OM GARNER, Ltd.**, offer:—

1948—Austin A40 Devon S.R. saloon, green with beige leather, radio, heater, etc., 7,000 miles. [6505]

**H. A. SAUNDERS, Ltd.**, offer:—

1948—Austin A40 Devon 4-door saloon de luxe, radio, heater, 6,000 miles; £845. [6572]

**H. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [6994]

**P** **HILIP RICKARDS, Ltd.**, offer:—

1948—Austin A40 Dorset saloon, fitted heater, radio, green, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [6850]

1948—Austin A40 Dorset, grey and beige, heater, 11,000 miles; £785. [6572]

**S** **ADL & SLATER, Ltd.**, 44-46, Aldermans Hill, N.13. S. Pal. Grn. 1205/7173. [6552]

**A** **USTIN A40** Dorset, Dec., 1948, heater, sunroof, 9,000 miles; £800 or best offer. Tel. Perivale 5043. [6256]

1948—Austin Dorset, green/beige, 6,000 miles.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577, 6970. [4207]

1949—Austin A40 Dorset saloon 3,000 miles, beige, as new throughout.—H. C. Paul, Ltd., 27, Bruton Place, London, W.1. Mayfair 0821-2. [5823]

1949—Austin A40 Devon saloon, 4,000 miles, radio and heater, £945; selection of 50 quality used cars.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [6872]



**AUSTIN A40**  
**1948** (Sept.) Austin A40 Devon, 4-door, sun roof, fitted heater, 9,000 miles, as new; £810.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [5663]  
**1948** Austin A40 Devon 4-door de luxe saloon (first registered December 1948), black with fawn leather, bulk-in radio and heater, one owner, absolutely unmarked, outstanding condition, thoroughly recommended (written guarantee); £525; terms, exchange; H. P. Edwards, 154, Gt. Titchfield St., W.L. Langham 0012. [5674]

**POST-WAR Austin A40 Cars Wanted**  
 Morley 54, Streatham Hill, S.W.2. Tulse Hill 4489. [10642]

**AUSTIN TWELVE**  
**H. A. SAUNDERS, Ltd., offer:—**  
**1947** Austin 12 saloon de luxe, 14,000 miles, black; £435.—H. A. Saunders, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hulseide 0024. [5697]

**CARMO (1929), Ltd.—Austin 12, 1940, low mileage,**

**CARMO unmarked throughout; £545.**

**CARMO, St. John's Wood, N.W.8. Tel. Pri. 0141.**

**AUSTIN 12hp 1937 model saloon, maroon, very nice**

**throughout, any trial; £295.—Livingstone 2873.**

**GORDON CARS (LONDON), Ltd.—1947 Austin 12**

**saloon, black, brown leather, 11,000 miles.—Below**

**GORDON CARS (LONDON), Ltd.—1948 Austin 12**

**saloon, black, brown leather, 22,000 miles, one**

**owner.—Gordon House, 373, Euston Road, N.W.1.**

**Euston 6611. [5644]**

**1939** Austin 12/4 7-seater limousine, nice

**condition. Autowork, Ltd., Winchester. Tel.**

**Winchester 4834. [5652]**

**1937** Austin 12 saloon, exceptional condition, recently

**recellulosed; £325.—Smith & Hunter, 376,**

**Kensington High St., W.8. Western 2512. [5625]**

**1940** model Austin 12, similar to 46/47 model; £485.—Peter Bantock Car Sales, 104, High

**Rd., Chiswick, W.4. Tel. Chiswick 2725 and 5870. [5676]**

**1939** Austin 12, exceptional condition, paintwork

**as new, interior very good, really clean car; £425.—Simpsons Motors, American Car Specialists, Tel.**

**Wembley 3903. [5640]**

**ROSE & YOUNG, Ltd., offer 1939 Austin 12 saloon,**

**black, brown leather, exceptional chassis; £345.—**

**65-69, Sternhead Ave., Streatham Hill, S.W.2 (1 minute**

**from Streatham Hill Station). Tulse Hill 5494. [5659]**

**335** gns.—1939 Austin 12 4-door saloon, black, golden

**brown leather upholstery, one owner, super**

**condition; £120 deposit.—George Clarke (Motors), Ltd.,**

**276-278, Brixton Hill, S.W.2. Tulse Hill 3211. [5675]**

**£365** original callulose, excellent mechanically;

**many others.—Bennett's, 1, Clarendon Rd., Holland**

**Park, London, W.11. Park 5066-7. Open Mon. to Sat.**

**9-6 (50 yards Holland Park Tube). [5652]**

#### Austin Twelve Cars Wanted

**C**

**THE CAR MART, Ltd., wish to purchase Austin 12**

**cars.—297, Euston Rd., N.W.1. Euston 1212.**

**R**

**ROWLAND SMITH'S, the Austin 12 buyers.—Hamp-**

**stead High St. (Hampstead Tube). Hampstead**

**6041. [5092]**

**1937** 8-9 Austin 12 saloons and limousines wanted.

**—Motors (London), Ltd., East Finchley**

**Station, N.2. Tudor 3501-2. [5004]**

**RAYMOND** will the hire-purchase specialists.

**R still buying pre-war Austin 12 and have unlimited**

**cash available.—Canterbury Rd., Kilburn, N.W.6. Maids**

**Vale 6044 (10 lines). [5841]**

#### AUSTIN FOURTEEN

**1939** Austin Goodwood sal., except cond., maroon.

**—Tucker, Ltd., 5, Upper St. Martin's**

**Lane, W.C.2. Temple Bar 3338. [5645]**

**1937** Austin 14 Goodwood saloon, black, 6,000

**miles since engine sleeved, crank reground,**

**etc., clutch and complete brake lining, nearly new**

**re-tracks; £225.—Box 1747. [5629]**

**WALTER SCOTT, Ltd.—1939 Austin 14 Goodwood**

**de luxe saloon, black, brown hide, one owner, excel-**

**lent throughout; £345.—39, College Crescent, Swiss Cot-**

**tage, N.W.3. Primrose 5914. [5453]**

#### AUSTIN SIXTEEN

**CAR MART, Ltd.**

**1948** Austin 16 saloon, radio, ace discs, 3,000 miles.

**£1,025.—Tucker, Ltd., 5, Upper St. Martin's**

**1948** Austin 16 saloon, radio, 7,000 miles; £975.

**1947** Austin 16 saloon, 10,000 miles; £850.

**1946** Austin 16 saloon, 23,000 miles; £855.—Car

**Mart, Ltd., 297, Euston Rd., N.W.1. Euston**

**1212. [5800]**

**BROWN'S for Austins.**

**1946** Austin 16hp saloon de luxe, immaculate

**condition; £725; 3 months' guarantee.—**

**Brown's Garage, Loughton (Essex) 4119. (Tube).**

**TOM GARNER, Ltd., offer:—**

**1948** Austin 16hp 8-9 saloon, green with brown

**leather, 4,000 miles, radio.**

**TOM GARNER, Ltd., 10-12, Peter St., Manchester. 2**

**Blackfriars 9265-6. [5636]**

**H. A. SAUNDERS, Ltd., offer:—**

**1948** Austin 16hp saloon de luxe, 8,000 miles,

**radio; £925.**

**1948** Austin 16hp saloon de luxe, 8,700 miles,

**radio; £925.**

**H. A. SAUNDERS, Ltd., Austin House, High Rd.,**

**North Finchley (100 yds north of Tally Ho Corner),**

**Hulseide 0024. [5696]**

**L. F. DOVE offer 1948 Austin 16, immaculate, choice of**

**two; £995.—69, The Broadway, Wimbledon, S.W.19.**

**Liberty 3456. [5999]**

#### AUSTIN SIXTEEN

**WIMBUSH for good Austins.**

**1948** (Dec.) Austin 16 saloon, blue with full leather

**upholstery, one owner, 3,500 miles only,**

**radio; £975.**

**R. C. WIMBUSH, Ltd., 312, Earls Court Rd., N.W.5.**

**1948** Austin 16 saloon, blue/leather, 7,000 miles,

**perfect.—4, Brick St., Park Lane, London.**

**W. I. Gros. 4772-5. [5628]**

**WARWICK WRIGHT, Ltd., offer:—**

**1948** Austin 16hp saloon, blue, brown leather,

**5,000 miles; £975.**

**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.**

**Mayfair 9761. [5679]**

**CARMO (1929), Ltd.—Austin 16 (Nov., 1946), fitted**

**CARMO radio; £749.**

**CARMO, St. John's Wood, N.W.8. Tel. Pri. 0141.**

**1948** Austin 16 saloon, black, speedo 8,000 miles,

**as new.**

**1936** Austin 16 saloon, easyclean wheels, new

**batteries, good engine and first-class body-**

**work.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220,**

**Cricklewood Broadway, N.W.2. Glad. 2234. [5100]**

**CHARLES RICKARDS, Ltd., the house of standing**

**and repute.**

**1948** Austin 16hp saloon, black, 7,000 miles, one

**careful owner, heater and radio; £900.**

**56** Bayswater Rd., W.2 (next door to Lancaster Gate

**Tube Station). Tel. Paddington 1620. [5294]**

**1948** Austin 16 saloon, black, leather through-

**out, genuine 10,000 miles, one owner; £885.**

**1946** (Nov.) Austin 16 as above, 17,000 miles,

**H.M.V. Radio, exceptional car; £785.**

**—Robbins, East Putney. Tel. 4581. [5700]**

**GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin**

**16 saloon, black, brown leather, 5,000 miles, radio.—**

**Below.**

**GORDON CARS (LONDON), Ltd.—1948 Austin 16**

**saloon, black, brown leather, 2,200 miles only.**

**—Gordon House, 373, Euston Rd., N.W.1. Euston**

**6611. [5644]**

**1949** Austin 16 saloon, radio, practically as new.

**—Colin Haines, Ltd., 30a, Bourdon St., W.1.**

**Mayfair 2339. [5655]**

**1948** Austin 16, just out of covenant, 16,000 miles

**only; £925.—Simpsons Motors, American Car**

**Specialists, Tel. Wembley 3903. [5641]**

**1948** (Nov.) Austin 16hp saloon, black, brown lea-

**ther, radio, heater, one owner, exceptional**

**condition throughout; £985. Also—**

**1949** (Jan.) Austin 16hp saloon, black, brown hide

**throughout, radio, heater, 3,700 miles, as**

**new throughout, no exchanges, deferred terms.**

**—John S. Truscott, Ltd., 173, Westbourne Grove, W.11.**

**Bays. 4274. [5609]**

**£265**—1937 Austin 16 Goodwood de luxe saloon,

**excellent throughout, available for immed-**

**iate use, three months' guarantee, etc.**

**L**

**AMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes**

**Park 4144, 4297. [5890]**

**1949** (Jan.) Austin 16hp saloon, black, radio,

**7,000 miles (trade enquiries only please).—**

**Ernest Sutton, Cleeve Hill (Glcs.) 95. [5879]**

**1948** Austin 16, mileage 3,000, wireless and heater,

**immaculate condition.—Basil Roy, Ltd., 17-18,**

**Wigmore Place, W.1. Langham 7733. [5676]**

**1946** (Dec.) Austin 16 saloon, black/brown leather,

**excellent condition; £970.—G. & R. Garage,**

**Ltd., 33, Victoria Rd., Surbiton, Elmbridge 4363. [5657]**

**1949** Austin 16, 2,000 miles only, spare unused, tools

**unwrapped; £995.—Hendon Central Car**

**Sales, Ltd., Watford Way, N.W.4. Hendon 1423-4. [5592]**

**1946** Austin 16hp de luxe saloon, in exceptional

**condition, any trial; £725; exchange con-**

**sidered.—Kingston Garage, Anlaby, nr. Hull. Tel.**

**6131. [5637]**

**7900** authenticated miles.—1948 Austin 16 de luxe

**saloon, black, indistinguishable new, bargain.**

**—Lionel H. Pugh, 13-14, Brooks Mews, W.1. May-**

**fair 4433. [5194]**

**1948** Austin 16 saloon, with H.M.V. radio, Ace

**discs, and many other extras, low mileage, as**

**new; £925.—Blue Star Garages, Ltd., 617, Finchley Rd.,**

**N.W.3. Ham. 2255. [5616]**

**1948** Austin 16 saloon, black with brown leather,

**heater, low mileage, in exceptional condi-**

**tion; £885.—S. Morris & Co., 29-31, Edgware Rd., Lon-**

**dun, W.2. Tel. Pad. 3075-6. [5453]**

**R. S. CURRIE & Co., Ltd., offer:—1948 Austin 16**

**saloon, black, brown leather, fitted heater and**

**radio, low mileage; £925.—105, Westbourne Grove, Bays-**

**water, W.2. Bayswater 0085. [5653]**

**£65**—1930 model Austin 16 tourer, new hood and

**battery, excellent condition, under great Western**

**Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington**

**Station), Ambassador 1061-2. [5584]**

**1949** Austin 16, owner driven, green, brown leather

**upholstery, heater, radio, radiator muffs,**

**cover on all seats, excellent condition, 8,000 miles; £250.**

**—Pitchforth, York St., Wakefield. [5317]**

**6500** gns.—1946 Austin 16hp saloon, black, blue

**leather heater, £10 tax, mileage 23,000, 1949**

**condition; £230 deposit.—George Clarke (Motors), Ltd.,**

**276-278, Brixton Hill, S.W.2. Tulse Hill 3211. [5257]**

**AUSTIN 16hp saloon, 1946, black with brown hide up-**

**holstery, one owner, low mileage car, fitted interior**

**heater; £875.—Recommended by Austin House, 144,**

**Golders Green Rd., London, N.W.11. Speedwell 0011.**

**£55** deposit or £195 cash, 1937/8 Austin 16 saloon,

**clean black coachwork and quiet engine, trial**

**welcomed; terms quickly arranged; open 9-5 week-days.**

**—C. & A. Motors, Ltd., Dudden Hill Lane, Nessden,**

**Gladstone 8605-6. [5777]**

**1948** Austin saloon 16hp, first registered July, 1948,

**one owner, fitted Ekco radio, blue with brown**



**Austin Eighteen Cars Wanted**  
CRIPPS OF NOTTINGHAM urgently require all types of 18 7-seater saloon and limousines.—R. Cripps & Co., Ltd., The Midlands Limousine Specialists, Parliament St., Nottingham. Tel. 44558. [0552]

**AUSTIN TWENTY**  
Austin 20hp 7-seater limousine, one owner, private.—Write BCM/NZA, London, W.C.1. [6496]

**LIMOUSINE 1938 Mayfair**, partition, 7-forward, black, privately owned, selection—E. Ape & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [6419]

**Austin Twenty Cars Wanted**

**C** THE CAR MART, Ltd., wish to purchase Austin 20 cars.—297, Euston Rd., N.W.1. Euston 1212. [0957]

**R** ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925]

**7-SEATER Limousines 1937/1938**—also 28hp—details please. Ape & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [3373]

**AUSTIN A125 and A135**

**C** CAR MART, Ltd.

**1949** Austin 135 Princess touring limousine, 4,000 miles, £2,250 (B.M.T.A. consent).—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6902]

**H. A. SAUNDERS, Ltd., offer:—**

**1949** Austin Princess A135 Vanden Plas saloon de luxe, 3,000 miles only, and absolutely as new; manufacturer's permission to sell: £1,950. [6661]

**H. A. SAUNDERS, Ltd.,** Austin House, High Rd., North Finchley (100 yds north of Tolly Ho! Corner). Hillside 0024. [6869]

**G** GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin Sheerline saloon, grey, 8,000 miles, new condition.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. [6661]

**1949** Austin Sheerline saloon, black with beige hide, mileage under 5,000 only just run-in, quite unmarked and indistinguishable from brand new.—Huttons, Lord St., Southport. Tel. 2268. [6356]

**AUSTIN MISCELLANEOUS**

**R** REGIONAL DISTRIBUTORS.

**H** HIRE car and limousine specialists.

**S** SPECIAL offer to hire firms:—

**E** X-PRIVATELY owned vehicles of all types usually available from £75; self-financed h.p. facilities at 25 per month.

**W** RITE for details and location of cars to

**S** ALES Dept.: 45, South Audley St., London, W.1.

**A** USTIN 4-door saloon, recently overhauled, excel. throughout, all petrol, must sell, snip, £185 or offer.—Mr. Percival, 14, Wellesley Grove, East Croydon. [6822]

**T** ANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—136, King's Rd. S.W.5. Tel. Flax. 4801-3. [0374]

**Austin Miscellaneous Cars Wanted**

**R** ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926]

**C. O. NORMAN & Co.,**

**A** UTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6. [0530]

**D** OBSON'S, Ltd., Staines, Middx. Tel. 801, are cash buyers of good Austin cars of all types. [6530]

**C** ASH immediately for good Austin.—H. F. Edwards, 154 Gt. Titchfield St., W.1. Lancham 0012. [6747]

**E. L. MENDEL** urgently require all Austin models: cash waiting.—85, Gt. Portland St., W.1. Lancham 2261-2. [1954]

**W** EYBRIDGE AUTOMOBILES, Ltd., the Austin distributors urgently require late type Austins.—Tel. Weybridge 253. [0541]

**J** ACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition.—Mayfair 5242. [6396]

**A** USTIN 8, 10, 12 and 16hp saloon; late models wanted A. urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 8161. [0416]

**1938/39** Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilson's, 16 Trinity Gdns., S.W.5. Brixton 4011. [0513]

**S** PINKINS (TWICKENHAM) Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Austins, all models.—Popegrove 1035. [1592]

**U** RGETLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2437]

**U** RGETLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-3. [1039]

**Austin Spares and Service**

**N** ORMAND, Ltd.

**S** KILLED staff and modern equipment ensures good service.

**N** ORMAND, Ltd., 405-9, Kine St., W.6. Riv. 3665. [0223]

**C. O. NORMAN & Co.,**

**A** UTHORIZED Austin dealers.

**S** PARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4. [0530]

**F** OR Austin, mudguards, running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton. [0382]

**G. O. SMITH MOTORS, Ltd.,** for Austin spares and service.—13/19, East Dulwich Rd. S.E.22. New Cross 4444. [18052]

**Austin Spares and Service**  
**B** ROCKHURST GARAGE.—Harrow agents for Austin: sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Orimadyske 561. [0203]

**A** USTIN spare parts and unit replacements: London distributors.—The Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. Also 16, Uxbridge Rd., Ealing, W.5. Ealing 6717. [0160]

**A** USTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units: price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285]

**A** USTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414]

**P** RYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock: exchange engines, rear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—37, Acton Lane, S.W.2. Brixton 1155. [0164]

**A** USTIN 7 largest stockists in United Kingdom exchange cylinder blocks, crankshafts, dynamos, distributors, A.C. pumps; windscreens, complete, 34/—Austin Big 7 sale sheds in stock; Austin 8, 10, 12, 14, 16, 18 spares in stock; postal service.—Northwoods, 45, 47, Newington Causeway, S.E.1. Tel. Hop. 2820, 2858. [0164]

**BENTLEY (3½ & 4½-litre)**

**H** OWEN, Ltd.,

**L** Ondon's leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:

**1948** Bentley Mark VI standard saloon by Bentley Motors. Ref. H.3668.

**1947** Bentley Mark VI 2-door razor edge sports saloon by James Young. Ref. H.2032.

**1939** Bentley 4½-litre sedan coupe by Gurney Nutting. Ref. H.2805.

**1938** Bentley 4½-litre 4-door sports saloon by Park Ward. Ref. H.3501.

**1937** Bentley 4½-litre 4-door saloon by Park Ward. Ref. H.3615.

**1935** Bentley 3½-litre sedan coupe by H. J. Mulliner. Ref. H.3617.

**1935** Bentley 3½-litre 4-door saloon by H. J. Mulliner. Ref. H.3514.

**A** ll the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number to:—

**H. R. OWEN, Ltd.,**

**P** Roud members of the Swain Group.

**17**, Berkeley St., London, W.1. Mayfair 2933 (6 lines).

**R** OLLS-ROYCE and Bentley repairs carried out with H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

**H** OFFMANN'S of Halifax.

**M** EANS cars of distinction.

**1936** Bentley 4½-litre razor edge sports saloon by Freestone and Webb. Ref. H.3638.

**1936** Bentley 4½-litre sports saloon by Barker. Ref. H.3741.

**1935** Bentley 3½-litre sports saloon by Park Ward. Ref. H.3591.

**A** ll the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number to:—

**H. OFFMANN'S of Halifax.**

**P** Roud members of the Swain Group.

**O** PEN 8 a.m. to 7 p.m. (week-days).

**H** OFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). [6536]

**R** IPPON.

**R** IPPON.

**R** IPPON BROS. Ltd.,

**N** ORTHENTY Specialists.

**1948** Mark VI standard sports saloon, 10,000 miles only.

**1947** Mark VI standard sports saloon, immaculate condition.

**1939** 4½-litre with overdrive, fitted special sports saloon by Rippon. H.3617.

**1938** (Sept.) 4½-litre, fitted special high vision saloon by H. J. Mulliner.

**1934** (first reg. 1935) 3½-litre special streamlined sports saloon by Park Ward.

**F** OR further particulars contact the official Bentley retailers.

**R** IPPON BROS. Ltd. Huddersfield 6340 (5 lines). [0906]

**C** AR MART, Ltd.

**1948** Bentley Mark VI steel saloon, 9,000 miles: £3,750. Car Mart, Ltd., 150, Park Lane. [6803]

**J. MARSHALL offers:—**

**1935** del. 3½-litre Bentley sports saloon by Vanden Plas, excellent condition; £795.

**J. MARSHALL, 869, St. Albans Rd., Watford.** [1165]

**H** AROLD RADFORD & Co., Ltd.,

**I** NVITE you to call and inspect their unique selection of Bentley cars.

**1948** (Dec.) Bentley Mark VI standard steel saloon, in dual grey, grey leather upholstery, 19,000 miles, maintained by us since new, one owner, in beautiful condition throughout.

**H** AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5721]

**BENTLEY (3½ & 4½-litre)**

**J** B

**J** ACK BARCLAY, LIMITED.

**L** ARGEST Official Retailers of Rolls-Royce and Bentley; Stock List of used models on request to: 12-13, St. George St., Hanover Sq., London, W.1. [0067]

**J** ACK OLDING OF MAYFAIR,

**O** FFICIAL Bentley and Rolls-Royce retailers.

**O** FFER:—

**M** ARK VI Bentley Standard saloon, finished in black with brown leather upholstery, first registered April 1948.

**M** ARK VI Bentley standard saloon, finished two shades of grey, with grey leather upholstery, first registered May, 1949 (approximately 4 months covenant to be completed).

**4½** litre Bentley steel saloon by Park Ward, moderate mileage, first registered 1937 (January), special luggage accommodation.

**A** UDLEY House,

**N** ORTH Audley St., W.1.

**M** AYFAIR 5242-3-4. [6393]

**P** HILIP RICKARDS, Ltd., offer:—

**1948** Bentley Mark VI saloon, black/beige, 2,300 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [6525]

**C** LAND & TABOR, Ltd., offer:—

**1936** 4½ Bentley 4-dr. sports saloon by H. J. Mulliner, black, brown leather, discs, H.M.V. radio, Jackall, one owner; £1,275.

**1935** 3½ Bentley 4-dr. Ward saloon, overhauled, excellent condition, highly recommended; £1,125.

**1934** 3½ Bentley 4-dr. Park Ward saloon, black, blue leather upholstery, many extras, including Ace super discs, spare wheel cover, press button radio, tailored loose covers, etc.

**A** PPLY North Road Garage, Welwyn. Tel. Welwyn 481. [6859]

**M** ANN COERTON & Co., Ltd., offer:—

**B** ENTLEY Mark VI standard saloon, December, 1948, steel grey with blue leather upholstery, 13,000 miles, immaculate condition throughout.

**B** ENTLEY 4½-litre (overdrive) 1939, black with blue leather upholstery, many extras, including Ace super discs, spare wheel cover, press button radio, tailored loose covers, etc.

**14**, Berkeley St., W.1. Regent 2073. [6394]

**G** UY SALMON AUTOMOBILES, Ltd., offer:—

**1947** Bentley Mark VI saloon, 28,000 miles; £3,450. —Portsmouth Rd., Thames Ditton. [5322]

**L** ARGEST stock of 3½-4½-Bentley cars for disposal.

**H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair** [0096]

**C** HARLES FOLLETT, Ltd., Accredited Bentley and Rolls-Royce Retailers and Repairers, offer:—

**1948** MK. VI all-steel saloon, black, grey leather, 1 owner, 6,850 miles only, as new; £3,850.

**B** ENTLEY 3½-litre 1935 Park Ward standard saloon, black, beige leather, Ace discs, excellent condition throughout; £1,295.

**18**, Berkeley St., W.1. May. 6266.

**S** ERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6555]

**1936** 4½-litre Bentley, just completed £500 maker's overhaul, body requires recellulosing, accept £850.—Chiswick 2725 and 5870. [5900]

**1935** 3½-litre Bentley owner-driver by Park Ward; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3598. [6598]

**F** ORWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [3862]

**N** EW and secondhand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., N.W.1. Official retailers for Rolls-Royce and Bentley cars. [0904]

**1935** delivery 3½-litre Bentley Thrupp and Maberly sports saloon.—Paddon Bros., Ltd., 60, Cheval Place South Kensington, S.W.7. (Ken. 9477-8.) [6092]

**B** ENTLEY 1934 3½-litre drop head coupe for sale, over £1,000 spent on overhauls during last two years, perfect condition, one owner, nearest offer £1,000.—Write Box G882, c/o Streets, 110, Old Broad St., E.C.2. [4639]

**B** ENTLEY Mark VI fourseam drop head coupe, royal blue, chrome wheel discs, beige leather, blue hood, registered November, 1948, not used until May, 1949, low mileage; any car taken in part exchange: £3,150.

**G** ORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [6544]

**1939** 4½-litre Bentley overdrive with semi-razor edge saloon by Thrupp & Maberly, low mileage, faultless condition throughout.—Crawley, 48, Kensington Court, W.8 (near Barkers). Tel. Western 6 and 7. [6895]

**1935** 3½-litre Bentley 3-position Sedan coupe by Thrupp & Maberly, new engine August, 1949, beautiful condition throughout; £1,295.—Crawley, 48, Kensington Court, W.8 (near Barkers). Tel. Western 6 and 7. [6896]

**R** OLLS-BENTLEY 3½-litre, most attractive body, fourseam sports coupe, engine completely overhauled by Bentley last year, only reason for selling owner taking delivery of new Bentley; £1,250.—R.E.P. Garages, Ltd., 302-3, King St., Hammermith, W.6. Riverside 2881-2. [15571]

**B** ENTLEY 4½-litre black Park Ward sports saloon, 1937 model, has been little used since a £500 overhaul by Bentley agents; fitted radio and many extras; any trial or mechanical inspection invited, full particulars upon application.—Downings (Barnes) Ltd. Doncaster Rd., Barnesley. [6213]

## (Supplement v) 49

AMBS OF WOOD GREEN, Caxton Rd., N 22. Nowes  
4 Park 4144, 4297. 16887



## CHEVROLET

PHILIP RICKARDS, Ltd., offer:-

**1948** Chevrolet saloon, black, mileage 11,626, perfect.-4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (6526)

**1945** Chevrolet Fleetline saloon, L.H. drive, 17,000 miles, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (6600)

**£545**—Chevrolet 30hp 7-passenger enclosed limousine, 1938, 6-light model, with face forward seats, disappearing division, and capacious luggage storage in external rear boot, outstanding black and chrome coachwork, with elegant interior furnishings of very best quality. Mechanically this particular Chevrolet is in tip-top order, and being equipped with independent front wheel suspension gives a super luxurious ride with perfect stability at really high cruising speeds. All tyres in really first-class condition; this car is fully guaranteed in writing and can be thoroughly recommended to give a lasting term of satisfactory service. (6469)

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Tel. 3115 and 2531. 22 other hire cars in stock. See our full page advertisement in this issue. (6469)

## Chevrolet Cars Wanted

**DISTRIBUTORS** for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (6611)

## Chevrolet Spares and Service

**CHEVROLET** spares and repairs for private vehicles only; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (6609)

## CHRYSLER

**JOE THOMPSON (MOTORS)**, Ltd., offers:-

**L**ATE model Chrysler Crown Imperial limousine fluid drive, hydraulic transmission under 10,000 miles **JOE THOMPSON (MOTORS)**, Ltd. 97, Fulham Rd., South Kensington. Next to Michelins. Ken. 4585 (5825)

**£275**—Chrysler 24hp six-seater saloon (1936), black with brown leather, one owner, recently overhauled by Chrysler.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). (6268)

**95**—Chrysler (Sept., 1935) 20hp Kew 4-door saloon, black, brown leather, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (6704)

**7**-passenger 1939 Royal 28hp, forward occasional, leather throughout, genuine 9,000, black, 1949 condition. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (6421)

## Chrysler Cars Wanted

**ROWLAND SMITH**, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (10929)

**1939-47** low-mileage Chrysler required by British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (6613)

**WANTED**, 1935-6-7 Chrysler car fitted with gearbox with an overdrive, must be cheap.—Bridge, Tel. Hadleigh Essex 58474. (5563)

**7-SEATERS** 1937/38/39 Royal-Wimbledon-Dodge privately owned Limousines required, Alpe Providence Court, Grosvenor Square, Mayfair-2941. (5380)

## Chrysler Spares and Service

**CHRYSLER** spare parts and engines for all models from stock.—Carmo, St. John's Wood Roundabout N.W.8. Pri. 0141. (0018)

**CHRYSLER** specialised service: large stocks of spares, prompt attention.—Premier Motors, Somers St., Leeds 1. Tel. 21317. (10564)

**CHRYSLER** Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors) Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. (0361)

## CITROEN

**H. W. MOTORS** Ltd., the Citroen specialists offer:-

**1948** Light 15 saloon de luxe, silver grey, red leather, 2,835 owner. (6355)

**SUPPLIED** and maintained by ourselves the above is highly recommended: part exchange and deferred terms. (4862)

**H. W. MOTORS** Ltd., Walton-on-Thames 783 and 1437. (4862)

**1947** Citroen 15hp saloon, one owner, fitted wireless, £675. (5670)

**NUTT MOTORS**, 43 North Rd., Brighton, 1. Tel. Brighton 5501. (5670)

**A**CE SERVICE STATION (LONDON), Ltd., the Citroen distributors offer:-

**1938** Citroen light 15 de luxe saloon, colour maroon, reconditioned by us throughout at a cost of £130, thoroughly recommended; £400.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (5826)

**1948** Light Fifteen Citroen, 11,000 miles, grey, red upholstery, condition as new; £825.—Box 1815. (7015)

**CITROEN** 1949 model, low mileage, cov. exp. Dec., unmarked, owner taking delivery of new car; £850.—Box 1694. (6272)

**CITROEN** super traction rosegrant drop head fourseater L.H.D., in perfect condition; price £600.—A. H. Gold & Sons, Welwyn, Herts. Codicote 227. (6945)

**£135**—1935 Citroen 12hp (not F.W.D.), amazing condition, interior leather unmarked, faultless runner, unworky tyres, Philco radio; bargain. (6951)

**BRAY MOTORS**, 180-184, West End Lane, N.W.6. Hampstead 6490. (6951)

**1948** Citroen, 9,800, Radiomobile, Ace discs, heater, demister, fog, unmarked, taxed; £885.—29, Pine-tree Ave., Leicester. Tel. 28007. (6319)

**1947** Citroen saloon, fitted sprung steering wheel, chrome hub-caps, nearly new tyres; £725.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (4136)

**1947** Citroen Light 15 saloon, finished maroon, indistinguishable from new, very small mileage, £750; also a 1939 12hp saloon, outstanding throughout; £395. (6283)

**WADOL MOTORS**, 150, West End Lane, N.W.6. Hampstead 1177. (6283)

## CITROEN

**CITROEN** Light 15 4-door de luxe saloon, reconditioned throughout, recoloured, rechromed, immaculate car; £475.—Moreton Garages, St. Albert Embankment, S.E.1. Reliance 4016. (2644)

**1935** Citroen 12hp sunshine saloon, reconditioned throughout, very smart and economical, thousands of miles of reliable motoring still left; £210.—To be seen at Stourcliffe Close Garage, Stourcliffe St., W.1. Paddington 9238. (6214)

**1947** (April) Citroen, radio, and many attractive extras, black, chromium waistline moulding, one owner, maintenance carried out by makers, a really exceptional car; £765. Exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays. 4274. (6406)

**1940** Citroen light 15 roadster, 41,000 miles, stored during war, 1,000 miles since complete works overhaul, recoloured black, perfect condition; owner going abroad; offers.—Tel. Hastings 5641, or write 1, St. Matthews Gardens, St. Leonards-on-Sea, Sussex. Can be seen in London. (6785)

## Citroen Cars Wanted

**C. G. NORMAN & Co.**

**CITROEN** distributors for the County of London.

**BUYERS** of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6. (6600)

**F.S. MOTORS**, Ltd.

**CITROEN** distributors for Kingston area.

**REQUIRE** low mileage post-war Citroens.

**KINGSTON BY-PASS**, Esher, Emberbrook 3000. (0505)

**A**CE SERVICE STATION (LONDON), Ltd.,

**PURCHASE** for cash all Citroen cars.

**NORTH** Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (6774)

**H. W. MOTORS**, Ltd., always require first-class Citroens. Tel. Walton-on-Thames 783 and 1437. (4963)

**JOHN S. TRUSCOTT**, Ltd., urgently require first-class Citroens.—175, Westbourne Grove, W.11. Bays. 4274. (6412)

**ROWLAND SMITH'S**, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0930)

## Citroen Spares and Service

**BRING** your used cars to the Citroen specialists; we will recondition as new.

**THE HEADINGLEY MOTOR & ENG. CO.**, Ltd., 8, Otley Rd., Leeds, Tel. 52627-8. Grams, Trubie. (13671)

**WIDCOMBE GARAGES**, Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr. service. (10746)

**CITROEN**—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Beesley Heath 725. (10746)

**BOWES ROAD GARAGE & ENGINEERING CO.**, Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; all spares stocked. (2668)

## CONNAUGHT

**SPECIAL** competition model Connaught, as raced by R. F. Clarke, 4 carburetors, dry pump, racing engine C.R. 9.2/1, total mileage 800 only, car just trimmed and cellulosed British racing green, with lawn leather and green mohair hood and tonneau cover; £1,850. (6430)

**CONTINENTAL CARS**, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122-3. (6430)

## DAIMLER

**CAR MART**, Ltd.

**1940** Daimler 4½-litre 7-seater limousine, by Hooper, maintained by manufacturers; £1,250. (6804)

**1939** Daimler 24hp 7-seater limousine, by Windover, 21,000 miles; £1,195.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (6804)

**R. C. MORTLAKE** offers:-

**1937** E.L. series 24hp Daimler limousine, leather throughout privately owned.—253 Kensal Rd., W.10. Ladbroke 3155. (5986)

**TOM GARNER**, Ltd., offer:-

**1948** Daimler foursome drop head coupe, grey with red leather, radiomobile, heater and many extras, 2,500 miles only. (6307)

**1947** Daimler 2½-litre saloon, blue with blue leather, 6,000 miles only. (6307)

**TOM GARNER**, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. (6307)

**STRATSTONE**, Ltd., Daimler Specialists offer:-

**1948** Daimler 2½-litre saloon, blue with blue leather, 11,000 miles, carefully used; £1,550. (6581)

**1947** Daimler 2½-litre saloon, black with blue leather, immaculate; £1,525. (6581)

**1946** Daimler 2½-litre saloon, maroon with red leather, performance and appearance equal to new; £1,125. (6581)

**1937** Daimler 32hp limousine, black with cloth 2 face-forward occasional, division, Ace discs, beautifully kept; £1,250. (6581)

**STRATSTONE**, 40, Berkeley St., W.1. (Mayfair 4404) Service, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464). (6286)

**1937** Daimler 15, body sound, smart appearance, recently new engine, reliable car. (5600)

**HAMILTON MOTORS (LONDON)**, Ltd., 466-490 Edgware Rd., W.2. Paddington 0022. (5600)

**1939** 2½-litre Daimler saloon, black with red leather, excellent condition throughout. (6581)

**1936** 4½-litre Daimler limousine by Hooper, 14,000 miles, as new. (6581)

**LANCEFIELD COACHWORKS**, Wrenfield Place, Herries St., W.10. Ladbroke 2951-4. (6581)

**1937-39** Daimler 17 saloon, easy clean wheels, condition perfect; £415.—Cranmore, Tel. 2040. (4822)

**1949** (January) Daimler 2½-litre saloon, mileage 8,000; £1,760.—Cooden Eng. Co., Bexhill, Tel. Cooden 600. (6280)

## DAIMLER

**DAIMLER** 17hp, 1938, carefully used, fine condition and finish; near offer £725.—48, Durham Wimborne, Wim. 2896. (6969)

**CENTRAL GARAGE**, Croydon, offer 1938 Daimler 2-litre saloon, black, red leather; £650.—Central Garage, Tel. Croydon 7464. (6928)

**1937** (June) Daimler 26hp 8-cylinder sports saloon, coachwork by Daimler, reconditioned as new; £650.—Crips, Footscray 3066. (6834)

**1936** Daimler L.Q. Series, 8-seater limousine by Mulliner, black.—P. W. Ballard & Son, Ltd., 308, Old Brompton Rd., S.W.5. Flaxman 3770. (6234)

**1937** Daimler 17 de luxe saloon, reconditioned engine, guaranteed; £395; payments.—Vaughan, 17, Ashwood Mews, S.W.7. Fro. 1519. (6924)

**1939** Daimler 4-litre Straight Eight; entirely new body, designed and built by Alfa Romeo, Italy, completed 1949; a most interesting car; £1,250. (6546)

**GEORGE NEWMAN & Co.**, 369, Euston Rd., London, E.C.1. Euston 4466. (6546)

**1939** E.L.24 Daimler limousine, privately owned, absolutely indistinguishable from new.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. (5242)

**DAIMLER** 25hp Windsor limousine, 8 seats, blue-black, partition, occasional face forward, blue leather, very good condition; £150.—80, Endlebury Rd., Chingford, E.4. (6965)

**R. S. MEAD** offers Daimler 1938 20hp saloon, one owner only, low mileage, immaculate condition; £425.—Mead, 42, Queen St., Maidenhead, Tel. Maidenhead 2642. (5901)

**£245**—Daimler 15 fixed head coupe, 1936 model, finished in black, a very attractive car in immaculate condition with coachwork by Mulliners, a car for the motorist who wants something different. (6460)

**M. B. MOTORS**, 336, New Cross Rd., London S.E.4. Tideway 3779. (6460)

**£195**—1935-4 Daimler 25hp 7-pass. divisioned limousine, one owner since new superb condition.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station), Ambassador 1061-2. (5585)

**DAIMLER** 2½-litre, Aug. 1948, 4-door saloon, finished Navy blue, blue leather upholstery, mileage 8,500, one owner, cost nearly £2,000, offered at £1,595 by The Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (6509)

**1940** Daimler 24hp unregistered, unused, believed to have only done 120 miles, black Freestone & Webb body, 4-light saloon, dark red hide interior; this car has no scratches or blemishes on any part; £1,500, or will exchange for American car.—Simpsons Motors, American Car Specialists, Tel. Wembley 6477. (6477)

**£550**—1938 Daimler 2½-litre (17hp) sports of cellulosed dove grey with blue leather interior, new head lining and carpets, all fillets and dash board french polished, every fitting replated, chassis and engine overhauled and fitted all new tyres, very fine example; this famous make having the appearance of a post-war car and offered at a very low price; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangeview 4314. (6477)

**L**IMOUSINE 1939/E.L.24hp, partition black, bench forward occasional, leather throughout, wonderful order. £890. (6422)

**£785** Straight Eight partitioned black Limousine, bench forward occasional, magnificent condition, exceptional opportunity. Below. (6422)

**L**IMOUSINE 1939/8-cyl-32hp Barker, partition, 7-forward, black, delightful condition, genuine 14,000, exceptional. Sent-Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (6422)

## Daimler Cars Wanted

**C**THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. (0959)

**C**ASH immediately for good Daimler.—H. F. Edwards, 28, Upper High St., Epsom 9400. (6762)

**R**EQUIRED, Daimler Limousines.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. (2569)

**R**OWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0932)

**L**IMOUSINE Modern 24hp-32hp required. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (5381)

## Daimler Spares and Service

**G**EARBOX specialists, we will solve your preselector and fluid flywheel difficulties.—L. A. Hills (Hendon), Ltd., Finchley Lane, N.W.4. Hendon 1145-6. (0557)

**D**AIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares, unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874. (6871)

## DELAGE

**C**HIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 6448. (6453)

## Delage Spares and Service

**S**ELBORNE (MAYFAIR), Ltd.

**R**APID repairs and parts for Delage

**S**OLE concessionaires for Great Britain, etc.

**H**HEAD office 82, Park St., W.1. (2408)

**U**NIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. (0501)

## DELAHAYE

**1938** Delahaye 27hp competition model 4-seater coupé, sunshine roof, extremely smart, very fast, good condition; offers.—Box 1750. (6932)

**£575**—Delahaye Type 135 coupe des Alpes (2-door saloon), first registered 1946, late property of French Embassy, 105 mph, superb condition; exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. (6787)



### Delahaye Spares and Service

**SELBORNE (MAYFAIR), Ltd.**  
RAPID repairs and parts for Delage.  
SOLE concessionaires for Great Britain, etc.  
HEAD office 82, Park St., W.1.

### D.K.W.

**B. & M. GARAGES, Ltd.**, for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeve cranks, £10/10; both items on exchange basis plus packing, etc. repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. (10116)

### DODGE

1948 Dodge 4-door saloon, radio and heater, l.h. drive, 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (5601)  
1948 Dodge 1939/25hp Double Enclosed, forward occasionally, black, private, immaculate. £595. Aps & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. (56423)

### Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. (30362)

### FIAT

1938 Fiat 7hp 500 convertible coupe, really sound: £225.  
NUTT MOTORS, 43, North Rd., Brighton, 1. Tel. Brighton 5501. (5677)  
FIAT 500 Cabriolet (1938) silver grey, very good mechanically; £195.—Worthing 6123. (56490)  
FIAT 500, perfect condition, 50 m.p.g., owner going abroad, a real bargain; £220.—Hilside 4515. (56485)

1938 Fiat 500 convertible coupe (1937 regn.), metallic grey, sound coachwork, good tyres; £195.  
1939 500 4-str. cabriolet, green, beige leather, reconditioned by us, new S.U. carburettor, good tyres; £285.  
DERRINGTON'S, the leading Fiat specialists, 159, London Rd., Kingston-on-Thames. Tel. 5621-2. (5668)

1938 Fiat 500 cabriolet, immaculate, guaranteed; £210; payments.—Oldfield, 4, Russell Gdns, Mews, Kensington. Park 7700. (5670)

1939 Fiat 500 convertible coupe, 4-seater, powder blue, engine just had complete overhaul, taxed to the end of 1950, owner regrettably lost; £275.—Bourne, Buerfield, Crompton Ave., Rochdale. (56492)

MAYFAIR GARAGES, Ltd., have a comprehensive range of used Fiat, most of them completely reconditioned throughout and guaranteed. Send for list, particulars of hire purchase and Autocar road test report.  
COMPLETELY reconditioned engines in stock, new hoods, mats, spare wheel covers, plated luggage carriers, new batteries, tyres, etc. Fiat repairs by skilled mechanics.  
MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 5104. (56393)

FOX & NICHOLL, Ltd., have 1939 Fiat 500 models, 4-door and four-seaters, also 1100 drop head coupe; rebuilt 500 engines usually available; spares and service specialists.—Kingston By-Pass Rd. Derrvent 1122. (56492)

1938 Fiat 1100 (508C) 2-seater coupe, 500 type body, metallic grey; another, similar, blue coupe with H.C. pistons, 4.3 axle; spares include two engines, H.C. piston, Mile Miglia manifold, special manifold with twin S.U.s, dynamo, distributors, front suspension, differential unit, half-shaft, hubs and races, steering box, track rods, shock absorbers, hydraulic brake gear, drums, wheels, unused tyres, etc.; £750.  
PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Tel. Potter St. 121. (2397)

### Fiat Cars Wanted

THE CAR MART, Ltd., wish to purchase Fiat cars.—320, Euston Rd., N.W.1. Euston 1212. (50960)

ROWLAND SMITH'S, the Fiat buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (50933)

CASH immediately for good Fiat.—H. F. Edwards, 54, St. Titchfield St., W.1. Lancham 0012. (56748)

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 5104. Particularly want 500s, 1100s and 1500s for cash. Phone or write for buyer to call. (7448)

### Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5551. Grams: Fiat, Wembley. (50909)

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. (5280)

### FORD (S. H.P.)

CAR MART, Ltd.  
1948 Ford 8hp Anglia saloon, 5,000 miles; £585.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (56805)

J. CORTON, Ltd.  
1947 Ford Anglia black saloon, one private owner, anted.—139-149 Fulham Rd., S.W.5. Ken 1410 (5040)

BROWN'S for Ford 8s.

1946 Ford Anglia saloon, low mileage, immaculate condition; 2755; 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119 (tube). (56446)

WEMBLEY COURT MOTORS offer:—

1948 Ford 8 saloon, just out of covenant, fawn, one owner; £495.—High Rd., Wembley Arsenal 5621-3. (51857)

### FORD (S. H.P.)

PERRY'S of Harrow offer:—  
EXCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. (0099)

H. A. SAUNDERS, Ltd., offer:—

1948 Ford 8 Anglia saloon, 6,300 miles; £495.

1948/9 Ford 8 Anglia saloon, 7,000 miles; £525.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. (56990)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1948 Ford 8hp Anglia saloon, black, 2,300 miles.

1948 (49 type) Ford 8hp Anglia saloon, black, 4,600 miles.

1948 Ford 8hp Anglia saloon, black, 5,000 miles.

56 Park Lane, W.1. Regent 4866; 374 Ealing Rd., Alperton, Middx., Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. (56818)

1949 Ford 8 Anglia saloon, 2,700 miles, as new.

1939 Ford 8 saloon, recellulosed and in first-class condition, throughout, offered with our 3 months' guarantee; £295.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. (5102)

1949 Ford Anglia saloon, black with brown upholstery, mileage 6,000; £525.

E. C. STEARNS & Co., Ltd., 250-262, Brompton Rd., S.W.5. Ken. 0081. (56826)

1947 (Nov.) Anglia, black, green leather, first-class condition and appearance.

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., W.2. Paddington 0022. (5596)

1946 Ford Anglia; £365.—Monroe Motors, 91, Epping New Rd., Buckhurst Hill. Buc. 5175. (5814)

1939 Ford 8 de luxe, low mileage, new battery, Ford service vouchers; £250.—Livingstone 2873. (5788)

1936 Ford 4-door saloon, £165.—Peter Bantock Car Sales, 37-39, King St. Parade, Twickenham, Popsgrove 7447. (5768)

200 miles.—1949 model Ford Anglia saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (56603)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Lancham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models (5367)

1949 Ford Anglia, 5,000 miles, only spare unused, tools unwrapped; £550.—Hendon Central Car Sales, Ltd., Watford Way, N.W.4. Hendon 1423-4. (5693)

1948 (June) Anglia saloon, black, immaculate, carefully one-owner driven, loose covers, extinguisher, trafficators, etc.; £460.—186, London Rd., Clacton-on-Sea. Tel. 1859. (5780)

1955 Ford 8 saloon, 1937, smart, really excellent condition, choice of two, any trial; also 1934 at £115.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. (5149)

Ford Eight Cars Wanted

POST-WAR Ford 8 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (50943)

ROWLAND SMITH'S, the Ford 8 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. (50934)

URGENTLY wanted, six Ford 8hp saloons, 1939 to 1940 models; please phone particulars.—Winter Livingstone 2873. (56910)

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. (5058)

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Va. 6044 (10 lines). (51314)

### FORD (10 H.P.)

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 10hp Ford Prefect saloon, black with red leather upholstery, under 10,000 miles, in immaculate condition; £625.

1948 10hp Ford Prefect saloon, black with leather upholstery, 10,000 miles only, an exceptional car; £615.

1947 10hp Ford Prefect saloon, grey with cloth upholstery, loose covers fitted, very nice car; £525.

1947 10hp Ford Prefect saloon, black with leather upholstery, 7,000 miles only, perfect condition; £595.

1947 Ford 10hp Prefect saloon, black with red leather upholstery, 14,000 miles, in excellent condition; £550.

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (5846)

PERRY'S of Harrow offer:—

EXCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. (1010)

H. A. SAUNDERS, Ltd., offer:—

1949 Ford 10 Prefect saloon, 7,000 miles; £625.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. (56991)

£315.—1939 Ford 10hp Prefect 4-door saloon, excellent mechanically, clean condition.

BRAY MOTORS, 180-184, West End, N.W.6. Hampstead 6490. (56959)

1939 Ford 10hp 2-door saloon, leather upholstery, new engine just fitted, one owner; £365.

G. W. WILKIN, Ltd., Weston Park, Kingston-on-Thames. Kingston 2241. (5835)

### FORD (10 H.P.)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 10hp Prefect saloon, beige, 6,000 miles.

1948 Ford 10hp Prefect saloon, black, cloth, 3,000 miles.

1948 Ford 10hp Prefect saloon, black, brown hide, 2,500 miles.

1948 Ford 10hp Prefect saloon, green, brown hide, 5,000 miles.

1948 Ford 10hp Prefect saloon, black, cloth, 6,000 miles, radio.

1947 Ford 10hp Prefect saloon, black, brown hide, 10,000 miles.

56 Park Lane, W.1. Regent 4866; 374 Ealing Rd., Alperton, Middx., Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. (56819)

1949 Ford Prefect saloon, finished green with hide upholstery to match, mileage 5,000; £675.

1947 Ford Prefect saloon, black with brown hide upholstery, mileage 10,000; £525.

E. C. STEARNS & Co., Ltd., 250-262, Brompton Rd., S.W.5. Ken. 0081. (56825)

1948 (Sept.) Ford Prefect, black with brown hide upholstery, fitted radio and for lamp; £585.

W. J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Rd., N.W.5. Ham. 4414. (5246)

1939 Ford 10hp Prefect saloon 4 doors, with leather, recellulosed and in first-class order throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. (5102)

1939 Ford Prefect 2-door, cloth upholstery; £275.

Abingdon Arms Garage, High Street, Thame, Oxon. (5719)

160 miles.—1948 Ford Prefect saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (56602)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Lancham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. (7399)

L. F. DOVE offer 1946 (Nov.) Ford Prefect saloon, one owner, extremely good car; £495.—69, The Broadway, Winton, S.W.18. Liberty 3485. (5600)

1948 Ford Prefect 10hp saloon, 17,000 miles, spare unused; £560.—L. F. Dove, Ltd., 11, W. Addison, Cradock, Addiscombe 3066. (56178)

295 gns.—1939 Ford 10 Prefect, excellent condition, any trial; choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. (5149)

1948 (March) Ford Prefect saloon, black with beige interior, small mileage, as new, taxed; £565.—Lyett's Garage, Ltd., St. John's Rd., Stourbridge. Tel. 5284-5. (5361)

1949 Ford Prefect saloon, finished black, cloth, 1,800 miles, as new in every respect.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. (5678)

CHOICE of two Ford 10 Prefect saloons, one December 1948 as brand new, one 1947, black, one owner, new Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 1423-4. (5203)

£298 Ford Prefect 1939 4-door saloon, original cellulose, good mech.; choice 3; many others.—Benmott's, 1, Clarendon Rd., Holland Park, London, W.11. Part 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). (5285)

NAYLOR & ROOT, Ltd.—1949 Ford Prefect saloon, 1,800 miles, hide upholstery, 3,000 miles only, blemished and as new throughout; £625; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. (5388)

Ford Ten Cars Wanted

GATEHOUSE MOTORS are regular buyers of good clean Ford 10hp cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. (5368)

ROWLAND SMITH'S, the Ford 10 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (50935)

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. (50156)

1939-48 Ford Prefect 4-door saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232. (5151)

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (51660)

### FORD (V.8)

WARWICK WRIGHT, Ltd., offer:—

1948 Ford V.8 Pilot saloon, suede green, beige leather, 5,000 miles; £995.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (5686)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1948 Ford 30hp Pilot saloon, blue, blue hide, radio, 5,000 miles.

1948 Ford 30hp Pilot saloon, green, fawn hide, 10,000 miles.

56 Park Lane, W.1. Regent 4866; 374 Ealing Rd., Alperton, Middx., Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. (56820)

1937-38 Ford V.8 30hp, original paint, new tyres excellent condition, £250.—The White Swan Bottisham Cambs. Tel. 259. (5229)

195 gns.—Ford V.8 (May 1937) 22hp 4-door saloon, black, brown leather, very good condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Ford V.8 1938 (reg. Oct. 1942) 22hp 4-door saloon, black, brown leather, good tyres, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (56705)

1948 (Dec.) Ford Pilot, blue, leather, radio heater, combination secret switch, 11,000 miles; £925.—Campbell Symonds, Wembley 6262. (5449)

LATE 1948 Ford Pilot saloon 7,000 black leather fitted radio heater, etc.; £950; guaranteed.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Lancham 1594-5. (5252)

## FORD (V.8)

**1948** (July) Ford Pilot saloon, 6,000 miles, blue, leather upholstery, radio, heater, etc., specimen condition throughout; 295. Exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [6411]

**TANKARD & SMITH, Ltd.**, offer 1939 Ford V.8 model 91a d/h coupe in cream with brown leather and new grey silk mohair hood, an immaculate car in excellent mechanical condition; £475; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Faxman 4801/2/3. [6300]

**Ford V.8 Cars Wanted**  
**JOHN S. TRUSCOTT, Ltd.**, urgently require first-class Ford V.8s.—173, Westbourne Grove, W.11. Bays. 4274. [6415]

**ROWLAND SMITH'S**, the Ford V.8 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0936]

**DAGENHAM MOTORS, Ltd.**, main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4666. [0156]

**WANTED** Ford Mercury r.h.d., not earlier 1945.—Puckington, Beechingstone, Marlborough, Wilts. Tel. Woodborough 216. [6781]

**UTILITY—FORD OR OTHER BODIES**  
**1939** Ford Prefect chassis mounted with very attractive wooden utility bodywork, excellent condition throughout, four seats; £350. [6300]

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-280, Cricklewood Broadway, N.W.2. Glia. 2234. [5153]

**295** gns.—Ford 10 (June, 1938) chassis, fitted with utility body, folding rear seats, glass all round, drop tailboard, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [6725]

**Ford Utility Cars Wanted**  
**FORD 8 10 and 30hp utilities** wanted from 1936 onwards. [6300]

**GEORGE NEWMAN & Co.**, 369, Euston Rd., London, N.W.1. Euston 4466. [5237]

**ROWLAND SMITH'S**, the Ford utility buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. [0937]

## FORD MISCELLANEOUS

**GODFREY DAVIS, Ltd.**

**FORD** main dealers

**ALWAYS** open.

**SELECTION** from our stock. Write for full list.

**GODFREY DAVIS, Ltd.**, Neasden Lane, N.W.10. Gladstone 6474. [3209]

**TANKARD & SMITH, Ltd.**, offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378]

## Ford Miscellaneous Cars Wanted

**ROWLAND SMITH'S**, the Ford buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0938]

**THE CAR MART, Ltd.**, wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. [0961]

**HAROLD PERRY, Ltd.**, main Ford dealers Invicta Works 279 Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6300]

**CASH** immediately for Ford Ford.—H. F. Edwards, 28 Upper High St., Epsom 9400. [6763]

**MARSTON MOTOR CO., Ltd.**, lost your Ford. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [6300]

**WANTED**—1946-9 Ford 30 and 10hp saloons.—Arthur, E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. [0101]

**URGENTLY** wanted, good condition Ford cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199 High Rd., Loughton, Essex. Loughton 4119. [12439]

**ENGLAND'S** best buyers of low-mileage Ford cars.—L. Brady's Motors, 157, London Rd., Romford, and High Rd., Chadwell Heath, Romford 2432 and Seven Kings 8857. [6631]

**LUTON MOTOR CO., Ltd.**, Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 5713. [0042]

## Ford Spares and Service

**NORMAND, Ltd.**

**SKILLED** staff and modern equipment ensures good service.

**NORMAND, Ltd.**, 405-9, King St., W.6. Riv. 3665. [0225]

**FORD** spares for all models.

**DAGENHAM MOTORS, Ltd.**, 8, Balderton St., London, W.1. Regent 4070. 374, Ealing Rd., Alperton, Wembley, Perivale 3388. And 8, Sangleys Rd., Catford, S.E.6. Hither Green 4821. [0169]

**ALLAN TAYLOR (MOTORS), Ltd.**

**HIGH** St., Wandsworth, S.W.18.

**MAIN** Ford dealers.

**LARGE** stocks of genuine Ford parts.

**POTNEY** 6431 (4 lines). [0314]

**FORD** Ford mudguards, running boards, 1933/46.—Brooks 85, Queens Rd., Brighton. [0383]

**DLARDS MOTORS, Ltd.**, 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110]

## Fraser Nash Cars Wanted

**ROWLAND SMITH'S**, the Fraser Nash buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0939]

## FRAZER NASH-B.M.W.

**A.F.N., Ltd.**,  
**MANUFACTURERS** of Fraser Nash cars (Le Mans Replica, Fast Roadster, foursome cabriolet and Mille Miglia models).

**JOINT** distributors for Bristol cars (see our advertisement under New Cars—Bristol).

**USED** Fraser Nash-B.M.W. models available at the moment include:

**1940** type 355, 3½-litre l.h.d. 4-door saloon, reupholstered black, reupholstered brown leather; price £1,295.

**1939** type 321 4-seater cabriolet, colour blue, reupholstered, new hood; £725.

**1939** type 327/80 cabriolet, one owner, mileage only 45,000 approx., chassis and bodywork just overhauled by us, black, red leather; £650.

**1935** type 40 (12 1/2 hp) saloon, colour maroon, very good condition throughout; price £300.

**The White Works B.M.W.** special 2-seater for sale, stored during war, offered complete with its special engine, brakes and light body as last raced; the fastest and best of all B.M.W. Works cars; for the low price of £1,400.

**FULL** particulars of above cars and descriptive literature sent on request.

**SPARE** parts for all Fraser Nash-B.M.W. cars available to our owners.

**WE** are always open to purchase Fraser Nash-B.M.W. models.

**FALAN** Works, London Rd., Isleworth Hounslow 0011. [3256]

## ANTHONY CROOK offers:—

**FRAZER NASH-B.M.W.** type 328, Grand Prix two-seater, dark green, last of this last car made, built in 1946 from all new parts and hardly used, fitted lighter than standard bodywork, quite immaculate; one of the best sports cars in the country and in genuine original condition; if constructed to-day this car would bear heavy purchase tax, here is a bargain therefore because the highest genuine offer received during the next few days will be accepted; the owner will have a car capable of outstanding performance in any sports car event and years of trouble-free and rapid road motoring.

**FRAZER NASH-B.M.W.** type 328, two others in stock, one completely rebuilt and super tuned, another offered in good condition; at only £675.

**FRAZER NASH-B.M.W.** type 326, four-door saloon, performs as new, another very genuine B.M.W. with recon, engine, chassis overhauled, fitted Bristol rear shock absorbers, reupholstered, etc., looks and performs as new, family car, being roomy, speedy, safe and very economical; what offers?

**FRAZER NASH-B.M.W.** type 55, three carburettor drop-head coupe four-seater, large luggage boot, new hood, just checked over by us and fitted new rear shock absorbers; £365.

**FRAZER NASH-B.M.W.** type 327/80, drop-head coupe, very genuine low mileage car, extensively overhauled and well maintained, 1939 car, excellent opportunity; at only £550.

**VERITAS**, two-seater super sports, B.M.W. based engine, streamlined bodywork, suitable for road use, sports car racing or formula B, maximum speed 100 m.p.h., third gear 105 m.p.h., standing quarter mile under 15 seconds; offered at a fraction of current price and can be tried by appointment.

**HIRE** purchase can be readily arranged on all cars, recon, engines and other units available from stock.

**SOLE** distributors in Surrey for Bristol cars.

**ANTHONY CROOK MOTORS, Ltd.**, Town End, Caterham Hill, Surrey. Tel. 466. [4929]

**MAYFAIR GARAGES, Ltd.**—Fraser Nash-B.M.W. type 1935/6 type 45, foursome drop head coupe, red leather, excellent tyres, smart car in excellent condition throughout; 295gns.

**MAYFAIR GARAGES, Ltd.**, Baldeon St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104. [6382]

**FRAZER NASH-B.M.W.** model 328 2-seater, first reg. June, 1938, one owner, immaculate condition throughout; 1,000 gns.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel. Datchet 54. [7507]

**1936** F.N.-B.M.W. type 55 2-litre 3 carburettors fitted full 4-seater B.M.W. drop head cabriolet, perfect throughout; 25mpg; £365.—G. Malvern Rd., Surbiton, Surrey. Ebury 8668. [6706]

**325** gns.—Fraser Nash-B.M.W. 1935 2-litre Type 55 sports 2-seater, ivory, red leather, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [6706]

**FRAZER NASH-B.M.W.** 1939 type 328 Grand Prix 2-seater, this car is offered at a very low figure as sell, the whole car, engine, chassis, cellulose, upholstery, carpets, hood, tyres, etc. is in perfect condition genuine mileage 20,000, makers recently inspected and passed as O.K., very fast, yet completely reliable and suitable for town use or competition work; price £775; can be seen London area.—Tel. Bennett, Euston 7529 (day), Shurlock Row 260 (evening) or 85, Plender St., Camden Town, N.W.1. [6271]

## Fraser Nash-B.M.W. Cars Wanted

**BARTLEY** always buys Fraser Nash-B.M.W.s.—27a, Pembroke Villas, W.11. [1068]

**ROWLAND SMITH'S**, the Fraser Nash-B.M.W. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0940]

## HEALEY

**TIMMS** MOTORS offer:—

**1948** 2½-litre Healey sports two-seater, special body, 2,000 miles only; £1,050.—Timms Motors Colnetie Rd., Putney, S.W.15. Tel. Put. 8667. [5177]

**ROSE & YOUNG, Ltd.** offer Healey 2-seater unrestrained, exceptional condition, bargain: £950.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulose Hill 6464. [5070]

**HEALEY** 2.4-litre roadster, finished in two shades of metallic grey, with red leather upholstery, first registered November, 1947, negligible mileage; £1,250.—Jack Olding, Ltd., Audley House, North Audley, 72a, W.1. Mayfair 5242. [6394]

## Healey Cars Wanted

**£1000** offered Healey Standard saloon, good condition.—Box 1779. [6966]

**BROOKLANDS OF BOND STREET, Ltd.**, London B and Home Counties distributors, have new and used cars in stock, and are always interested to have cars of any Healey cars for disposal.—Mayfair 8551-6 [0261]

## HILLMAN 10

**CAR MART, Ltd.**  
**1948** Hillman Minx Phase II drop head coupe, 1,000 miles; £815.

**1948** Hillman Minx Phase II saloon, 2,000 miles; £795.

**1947** Hillman Minx saloon, radio, 11,000 miles; £645.—Car Mart, Ltd., 230, Euston Rd., N.W.1. Euston 1212. [6806]

**J. DAVY** offers:—  
**1947** model Hillman Minx saloon, black with beige upholstery, 14,000 miles, original tyres still quite good; £575.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6455. [6437]

**TOM GARNER, Ltd.**, offer:—  
**1948** Hillman Minx drop head coupe, black with brown leather, 1,900 miles only.

**1949** Series Hillman Minx Mark III saloon, black with brown upholstery, 4,000 miles.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6303]

**DICKES CAR SALES** offer:—  
**1947** (reg.) Hillman 10 saloon, indistinguishable from new, not ex-army; £450.

**DICKES CAR SALES, Ltd.**, 399-401, High Rd., Kilburn, N.W.5. Vale 6889-9. [6769]

**HAROLD RADFORD & Co., Ltd.**  
**1948** (August) Hillman Minx Phase II saloon, grey/blue, 11,000 miles, one owner, in first-class condition throughout.

**1948** (May) Hillman Minx Phase II saloon, black/brown, 5,600 miles, indistinguishable from new throughout.

**1948** (Nov.) Hillman Minx Phase II drop head coupe, black/brown, 11,000 miles, in first-class condition throughout.

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5722]

**PHILIP RICKARDS, Ltd.**, offer:—  
**1948** Hillman Minx saloon, grey/blue, 8,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [6321]

**H. A. SAUNDERS, Ltd.**, offer:—  
**1948** Hillman Minx Phase II saloon de luxe, 2,000 miles; £735.

**1948** Hillman Minx Phase II saloon de luxe, 11,000 miles; £735.

**1947** Hillman Minx drop head coupe, 12,000 miles; £615.

**1947** Hillman Minx saloon, grey; £615.

**1946** Hillman Minx saloon, black; £545.

**H. A. SAUNDERS, Ltd.**, Austin House High Rd., North Finchley (100 yds north of Tally Ho Corner). Hillside 4929. [6329]

**WARWICK WRIGHT, Ltd.**, offer:—  
**1948** Hillman Minx 10hp drop head coupe, black, brown leather, 11,000 miles; £735.

**1948** Mark III Hillman Minx 10hp saloon, fawn, fawn cloth and red leather, 5,000 miles; £925.

**1948** Hillman Minx 10hp saloon, black, brown cloth, 6,000 miles; £745.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [6681]

**WEMBLEY COURT MOTORS** offer:—  
**1948** Hillman 10 saloon, phase II, black, indistinguishable from new, one owner; £725.—High Rd., Wembley. Arveley 5221-2. [9266]

**WADDINGTON MOTORS, Ltd.**, offer:—  
**1946** Hillman Minx saloon, excellent condition throughout; £540.—Fortune Green Rd., N.W.8. Ham. 2211. [6119]

**CARMO** (1929), Ltd.—Hillman Minx 1948, Phase II.

**CARMO** 5,000m., grey, unmarked, 1 careful owner; £875.

**CARMO**, St. John's Wood, N.W.8. Tel. Pri. 0141. [6666]

**1947** Hillman Minx saloon in immaculate original condition; £525.

**HILLINGDON MOTORS**, 325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. [6534]

**1948** Phase II Minx saloon, 12,000 miles, as new throughout; £685.

**CONTINENTAL CARS, Ltd.**, Portsmouth Rd., Send, Surrey. Ripley 3122-3. [6431]

**1947** Hillman Minx de luxe saloon, grey with wheel discs and radio; £595.

**G. W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames. Kingston 2241. [5836]

**1948** Hillman Minx coupe, one owner, mileage 6,000, as new in every respect; £750.

**APPLY**, The Reliance Garage (Norwich), Ltd., A. Heigham St., Norwich. Tel. Norwich 20366. [2234]

**1939** Hillman Minx saloon, blue recent overhaul, and in recommended condition throughout.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [4465]

**HILLMAN** 10, 1948, 11,000 miles, as new; £725.—H. Pantiles Service Garage, London Rd., Guildford 3326. [6640]

**1948** Hillman 10 saloon, really as new; £715.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [6616]

**1948** Hillman 10hp saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6604]

**1938** 39 Hillman 10 saloon, excellent, guaranteed; £260; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6923]

**1948** Hillman Minx drop head coupe, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6603]

**GORDON CARE (LONDON), Ltd.**—1947 Hillman 10 saloon, black, 18,000 miles.—Gordon House, 374, Euston Road, N.W.1. Euston 6611. [6647]



## HILLMAN 10

1948 Hillman Minx drop head coupe, 6,000 miles only; modern cars required by George Heath, Ltd., 190 Watford Way, N.W.4. Hendon 1423-4. (6594)

1947 (December) Hillman Minx saloon, Cotswold grey, maroon upholstery, 18,000 miles. one owner, in beautiful condition; £555. M. L. D. Mayow Rd., Sydenham, S.E.26. Tel. Sydenham 5123. (6335)

1947 (July) Hillman Minx saloon, nominal mileage, superb condition, fitted radio, one owner; £595. Robbins, East Putney, Tel. 4591. (7007)

1947 Hillman Minx black saloon, with red upholstery, 12,000 miles, reconditioned engine, 2,000 miles, radio; nearest £600.—Box 1543. (5462)

1948 Hillman Minx Phase 2 saloon de luxe, grey, 4,000 miles; exchanges, terms.—Mac, 12 Brambledown Rd., Wallington, Surrey. Wallington 6397. (6118)

1946 Hillman Minx saloon, grey, one owner, very well maintained; £525.—John Wilson Autos Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. (6115)

1948 (April) Hillman Minx Phase II drop head coupe, in lovely condition, 15,000 miles, one owner, finished black with fawn hood, full leather trim; £750. WHEELERS (NEWBURY), Ltd., The Broadway, Newbury 1020. (6976)

245 gns.—Hillman Minx 1939 model 10hp de luxe 4-door saloon, sliding head, black, brown leather, very good condition; terms, exchanges.—Rowland Smith, below. (6112)

545 gns.—Hillman Minx (Dec., 1946) 10hp four-door drop head coupe, black, fawn leather, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, below. (6707)

595 gns.—Hillman Minx (Nov., 1947) 10hp Estate body with rear entrance and removable rear seating, one owner, small mileage, practically new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (6707)

HILLMAN 10 estate utility, latest 1948 type minx chassis, low mileage, exceptional condition; £725.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 011. (6512)

1947 (August) Hillman Minx black saloon, 14,000 miles only like new; h.p. terms arranged.—K. Henry Ltd., 65-65, Great Portland St., W.1. Lancham 3635 and 3954. (6121)

HILLMAN Minx drop head coupe, first registered 1947, colour grey, fawn hood, small mileage, one owner, immaculate condition; £575.—Holdstock Engineering Ltd., Sittingbourne 852. (5464)

HILLMAN Minx Phase II saloon, 1948, one owner, low mileage, almost unblemished condition, guaranteed; £695.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (6506)

NAYLOR & ROOT, Ltd.—1948 Hillman Minx Phase II saloon, black, blue upholstery, 9,000 miles only, immaculate condition, excellent value; £695; 3 months guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. (6329)

## HILLMAN MISCELLANEOUS

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 6448. (6454)

1938 Hillman 14 de luxe saloon, £160 overhaul, guaranteed; £325.—Below. (6325)

1938 Hillman Minx saloon, rebored, guaranteed; £240; payments.—Oldfield, 4, Russell Gdns, Mews, Kensington. Park 7780. (6867)

550 gns.—Hillman 1946 estate utility; exceptional condition, one owner driver.—Box 1632. (6187)

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.5. Tel. Flax. 4801-3. (6424)

7-PASSENGER 1937/21hp privately owned black Saloon, leather, bench occasional, immaculate, £465. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (6424)

## Hillman Cars Wanted

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0941)

THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. (0962)

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2251.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (0106)

URGENTLY required, good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Lancham 0012. (6756)

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Ripplaway 1285. (0436)

7-SEATERS private limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (3376)

## Hillman Cars Wanted

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 190-184, Newhall St., Birmingham; and Lower Temple St., Birmingham, 2. (0088)

RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (3128)

## Hillman Spares and Service

NORMAND, Ltd.

SKILLED staff and modern equipment ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0224)

J. C. BRODIE, Ltd.,

HILLMAN repair specialist (30 years); well-equipped works servicing, reborring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Remova 1183. (0676)

FOR Hillman 1936/46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. (0397)

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. (0720)

S. G. SMITH MOTORS, Ltd., for Hillman spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444. (8051)

## Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. (9698)

## HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (6894)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Hotchkiss grand sports coupe, silver and red, recently completely overhauled.—Fortsmouth Rd., Guildford. Tel. 6207. (4324)

1936 (first res. 10/2/38) 3 1/2-litre Hotchkiss, fitted with most magnificent Continental four-door sports saloon body, a very fine car in immaculate condition throughout; £695.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). (6340)

## Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). (0513)

## H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties. offer:—

NEW and used H.R.G. cars available for immediate delivery.

NEW unregistered 1500cc H.R.G. 2-seater, grey, at list price.

1947 H.R.G. Aerodynamic 1500 sports 2-seater, with 1948 modifications, 16,000 miles, unused since passed out of manufacturer's works.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (5724)

695 gns.—H.R.G. (June, 1948) 1100cc sports 2-seater, British racing green, green leather, one careful owner, run 5,490 miles only, practically brand new condition, cost over £1,000; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 5041. (6726)

## H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. (8369)

## HUDSON

G. W. WILKIN, Ltd., offer:

HUDSON Eight country club saloon, 6-seater, exceptional condition; first registered 1948; offers:—

1 WESTON Park, Kingston-on-Thames, Kin. 2241. (6541)

JOE THOMPSON (MOTORS), Ltd., offers:—

1949 Hudson saloon, small mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin). Ken. 4652. (3147)

1936 Hudson 26hp open 4-seater, resprayed; £195 or offer.—Abingdon Arms Garage, Street, Thame, Oxon. (4720)

£325.—Hudson coupe, 1937 or 8 model, 22hp, economical engine, full 4-seater with tremendous dickie, bodywork absolutely spotless, mechanically excellent; three months' guarantee, etc.

LANES OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. (6889)

1939 Hudson Country Club saloon, beautiful brown hide interior, radio, heater, black cellulose body, splendid condition, tyres nearly new, car practically unmarked; £450.—Simpson Motors, American Car Specialists, Tel. Wembley 3805. (6476)

HUDSON 25.8 convertible, brown, new and unregistered, actual Earls Court show model, only one available in this country; price £3,512, subject to 12 months covenant.—Midland Distributors, Messrs. Harold Goodwin (1944), Ltd., 50-52, Broad St., Birmingham, 1. Tel. Mid. 6221-2. (6274)

SCARCE model.—1939 (February) Hudson 16.9 4-door saloon, black and chromium with fawn interior, practically new tyres, steering column gear change, built-in radio, of absolutely immaculate and spotless appearance, delightful performance, very thoroughly recommended; written guarantee; £445; exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lancham 0012. (6742)

## Hudson Cars Wanted

CASH immediately for good Hudson.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lancham 0012. (6749)

## Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service, 85-101, Heath Rd., Twickenham, Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. (0568)

## HUMBER

CAR MART, Ltd.

1948 Humber Snipe 18 saloon, 6,000 miles; £1,150.

1939 Humber Pullman limousine, 34,000 miles; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (6807)

DICKS CAR SALES offer:—

1939 Humber Super Snipe sports saloon, razor edge body, fine order; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. (6773)

WIMBUSH for good Humbers:—

1948 (July) Humber Hawk saloon, black, quite immaculate, £995; also similar 1947 (Mar.), £895.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. (4811)

LAYTONS OF OXFORD, offer:—

£895 Humber Hawk 1947, one owner, as new throughout.

LAYTONS, New Rd., Oxford. Tel. 3381. (6281)

CHARLES FOLLETT, Ltd., offer:—

1947 Humber Super Snipe saloon, gunmetal, 15,097 miles, good condition throughout; £975.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. (6594)

HAROLD RADFORD & Co., Ltd.,

1947 (January) Humber Super Snipe saloon, black with brown upholstery, 20,000 miles, one owner, excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (6559)

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Super Snipe Mark II 27hp saloon, gunmetal grey, grey cloth, 9,000 miles; £1,450.

1948-9 Humber Pullman 27hp Mark II limousine, black leather and cloth, 4,000 miles; £1,895.

1948 Humber Hawk 14hp saloon, pastel green, fawn cloth, 8,000 miles; £1,145.

1948 Humber Snipe 18hp saloon, granite grey, grey cloth, 8,000 miles; £1,250.

1948 Humber Super Snipe 27hp saloon, black, fawn cloth, 7,000 miles; £1,295.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (6692)

WEMBLEY COURT MOTORS offer:—

1946 (September) Humber Snipe 18hp saloon, black, one owner, condition as new throughout, any trial; £799.

1947 Humber Hawk 14hp saloon, gunmetal, indistinguishable from new, one owner; £875.—High Rd., Wembley. Arnold 5221-2. (4273)

CARMO (1929), Ltd.—1948 Humber Hawk saloon.

CARMO steering column gear change, low mileage.

CARMO 1 owner; £995.

CARMO, St. John's Wood, N.W.8. Tel. Pri. 0141. (6667)

1947 Humber saloon 18hp black, low mileage; £675.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. (5820)

1939 Humber 21 Snipe saloon, black, in recommended condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. (4465)

CAMPBELL SYMONDS, Wembley 6262, offer the following three Humber Super Snipes:—

1947 (August) Pullman limousine, 10,000 miles, as brand new throughout; £1,750 or near offer.

1946 saloon, dark blue, with radio, 20,000 miles, guaranteed; £775.

1937 Sedan de ville 6-seater, leather front, cloth rear, cloth division, laid-up since 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout; bargain, £795. (4463)

GORDON CARS (LONDON), Ltd.—1948 Humber Hawk saloon, grey, 13,000 miles, radio.—Below.

GORDON CARS (LONDON), Ltd.—1948 Humber Hawk saloon, black, 7,000 miles, radio.—Below.

GORDON CARS (LONDON), Ltd.—1947 Super Snipe saloon, black, 19,000 miles, radio.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. (6649)

1948 Humber pullman limousine by Thrupp & Maberly, current model, radio; £1,825.

GEORGE NEWMAN & Co., 369, Euston Rd., London G.N.W.1. Euston 4466. (6547)

1948 Humber Hawk 14hp, 11,000 miles, owner going abroad, like new; £925.—Hill. 4515. (6482)

1948 Humber Pullman 7-seater limousine, mileage under 7,000, quite unused, very carefully used; price £1,475.

KIRBY'S, Ltd., 292, Church St., Blackpool. Tel. 23465. (6333)

CAMDEN MOTORS.—Humber Pullman. See our special selection of 7-passenger limousines on the full-page advertisement in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Tel. 2381 and 3115. (6475)

1948 (registered) Humber 27hp chassis fitted with wooden utility body, excellent appearance and mechanical condition, £10 tax; £325.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. (5154)



## HUMBER

**1949** Humber Super Snipe saloon, Mark II, 4,700 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6671]

**1946** (December) Humber Super Snipe, black, brown leather, fitted radio, heater and loose covers, low mileage, the whole car as new; £750. MAYTHORNE ENGINEERING & MOTOR WORKS, Ltd., Mayow Rd., Sydenham, S.E.26. Tel. Sydenham 5123. [6536]

**1948** Humber pullman 7-passenger limousine, one private owner, as new; £1,675.—Park Garage (Moisey), Ltd., Hampton Court Way, Moisey. Tel. 4371. [5941]

**REGISTERED 1947** Humber Super Snipe, perfect condition, 6-seater; £525.—Progressive Car Sales, Heather Garage, Heather Gardens, N.W.11. Speedwell 0071-2. [5214]

**£55**—Humber 16 tourer, new hood, all screens, wellshod, in exceptional condition throughout.—34, Tynyparc Rd., Whitchurch, Cardiff. Tel. 1621 Whitchurch. [6517]

**1948** (Dec.) Humber Hawk saloon de luxe, grey with beige interior, low mileage, as new; £1,095.—Lyceus Garage, Ltd., St. John's Rd., Stourbridge, Tel. 5284/5. [6362]

**1948** Humber Hawk saloon, fitted with heater, mileage 12,000, gunmetal grey, grey cloth; £1,000 or near offer.—Howell, Abbotts Rippon, Huntingdon. Abbotts Rippon 64. [6530]

**PULLMAN** limousine 1938 27hp roomy 7-seater, colour blue, cloth upholstery, not ex-hire car or service car; £695.—Lawton-Groddan, 135, Crickwood Broadway, N.W.2. Gladstone 2226. [6572]

**ROSE & YOUNG, Ltd.**, offer 1939 Humber limousine, small mileage, exceptional condition.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6661]

**R. S. MEAD** offers Humber Hawk, first registered Jan. 1, '49, one owner, small mileage, grey, immaculate condition; £1,025.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [4999]

**1949** Humber Super Snipe Phase II de luxe saloon, fitted H.M.V. radio and heater, 9,000 miles, as new throughout; £1,425.—H. C. Paul, Ltd., 32, Bruton Place, London, W.1. Mayfair 0821-2. [6442]

**PEARSON'S OF LIVERPOOL** offer Humber Pullman limousine 7-seater with division, immaculate and very near to new, negligible mileage, first registered June, 1948.—3-7, Shaw St., Liverpool, 6 North 1246-7-8. [6025]

**40,000** miles only, 19hp Humber, in immaculate condition, black, sun roof, brown leather, fitted radio, coachbuilt body and as new throughout; will be bought on sight by any genuine buyer; snip. price £385. [6385]

**DOUGLAS CAR SALES**, 24, Dorset Rd., West Green Rd., London, N.15. Also Enfield. Sta. 7352, Enfield 5147. [6935]

**HUMBER** Super Snipe saloon, finished in black, with brown leather and cloth upholstery, small mileage, first registered November, 1947; £995.—Jack Olding, Ltd., Audley House, North Audley St., W.1. Mayfair 5342. [6395]

**145** gns.—Humber 12 1936 de luxe 4-door saloon, dark blue, sliding head, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6736]

**1936** Humber Snipe 24hp 4/5-seater, 4-door saloon blue; ex-Mayoral car; car may be inspected on application to Court House, Princes St., Ramsgate.—Offers to Town Clerk, Municipal Buildings, Ramsgate, by 4th February, 1950. [6629]

**HUMBER** Hawk saloon, 1948, finished grey with grey upholstery, mileage 6,600, one owner, fitted many extras, including radio, guaranteed; £1,095.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [6507]

**1949** Humber Super Snipe (ex covenant), gunmetal grey, grey leather upholstery throughout, in showroom condition, mileage 2,435, disposing owing to illness, best offer over £1,500.—R. W. Novar, Trearddur Bay, Anglesey. [6017]

**1946** (Oct.) Humber Super Snipe black saloon, brown leather upholstery, fitted H.M.V. radio, heater, discs, etc., new condition; £725; exchanges.—Harold Webb Motors, Ltd., 338-340, High Rd., Ilford, Tel. Ilford 3151. [5822]

**HUMBER** 27hp, first registered 26.9.47, Sedan de Ville body by H. J. Mulliner, one owner, actual mileage 7,400, in new condition throughout, fitted with radio, heater, power-operated blinds and division; an exceptional car.—Charles Clark & Son, Ltd., Chapel Ash, Wolverhampton. [5656]

**1949** (Jan.) Humber Super Snipe Phase II, polychromatic steel grey, leather upholstery, loose covers, sliding roof, mains heater, Radiomobile, mileage 7,900 approximately, regularly serviced by main distributor; £1,400 or near offer.—Beckett, Ramsey, Birmingham Rd., Lydiat Ash, Bromsgrove, Tel. Rubery 329. [5490]

**1949** (January) Humber Super Snipe de luxe saloon, finished grey, with leather, under 5,000 miles, exactly as new; also similar model finished green, 3,000 miles, exactly as new; trade and part exchange enquiries invited on both cars.—Cars may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [6854]

**1947** Pullman limousine, partition, 7-forward, black, radio, genuine 6,000—original owner, unquestionable condition (£10 tax) selection from £1,285, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [6425]

## Humber Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. [0961]

**POST-WAR** Humber required; cash payment.—Morley, 54 Streatham Hill, S.W.2. Tulse Hill 4488. [0844]

**7-SEATER** limousines, low mileage, 1947/1948 also 1935/24hp, also 27hp privately owned 1937/38/39 Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [5362]

**CRIPPS OF NOTTINGHAM** urgently require all types of Humber cars, recent models.—R. Cripps & Co., Ltd., the Humber distributors, Parliament St., Nottingham. Tel. 44538. [0553]

## Humber Cars Wanted

**R** ROOTES, Ltd.,

**D** DISTRIBUTORS.

**R** REQUIRE modern low-mileage Humber cars.

**B**IRMINGHAM.—Lower Temple St. (Central 8411.)

**M**ANCHESTER.—129, Deansgate (Blackfriars 6677.)

**M**ALDSTONE.—(Maldstone 5333.)

**C**ANTERBURY.—(Canterbury 5323.)

**R**OCHESTER.—(Chatham 2231.)

**W**ROTHAM Heath.—(Borough Green 4.)

**R**OOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106]

**R**OWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942]

**B**IRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham; and Lower Temple St., Birmingham, 2. [0086]

## Humber Spares and Service

**N**ORTH and Central London.

**C**ATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—78-79, Pentonville Rd. N.1. Terminus 1001-7. [0363]

**D**E NORMANVILLE gear box overhauls, recommended specialists.—H. & A. Engineering, 55, Grant Rd., Addiscombe, Croydon, Surrey. [0780]

## JAGUAR

**H**ENLYS, Ltd.,

**E**NGLAND'S Largest Jaguar Distributors.

**S**LECTION of all models at attractive prices.

**D**EVONSHIRE House, Piccadilly, W.1. (Grosvenor 4444.)

**H**ENLYS House, 385, Euston Rd., N.W.1. (Euston 4444.)

**D**EPOSITS at:—

**M**ANCHESTER (Blackfriars 7843).

**B**URSTOL (Bristol 21326).

**B**OURNEMOUTH (Bournemouth 6314).

**N**ORTHAMPTON (Northampton 907).

**C**AMBERLEY (Camberley 77).

**S**TREATHAM (Streatham 7751).

**H**OUNSLOW (Hounslow 3454).

**F**INCHLEY (Finchley 0081).

**G**REAT WEST RD. (Ealing 3477). Official Jaguar Service Station.

**C**AMDEN TOWN SERVICE STATION (Gulliver 4141).

**H**ENLYS, Ltd., England's Leading Motor Agents. [0027]

**E**USTACE

**W**ATKINS, Ltd.

**1939** 1½-litre Jaguar drop head coupe, black, brown leather upholstery, 35,000 miles, in excellent condition.

**E**USTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fitzman 8181). [6463A]

**C**AR MART, Ltd.

**1947** Jaguar 1½-litre saloon, 9,000 miles; £975.

**1946** Jaguar 2½-litre saloon, radio, 17,000 miles; £825.

**1939** Jaguar 2½-litre four-seater coupe, 32,000 miles; £975.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6808]

**B**ROWN'S for Jaguar.

**1947** model Jaguar 3½-litre saloon de luxe, low mileage, immaculate condition; £780, 3 months' guarantee.—Brown's Garage, Loughdon (Essex) 4119. (Tul.) [5096]

**T**OM GARNER, Ltd., offer:—

**1948** Jaguar 1½-litre S.E. saloon, black with brown leather, 4,000 miles only.

**T**OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6309]

**H**AROLD RADFORD & Co., Ltd.

**1948** (Oct.) 3½, Jaguar drop head coupe, black, beige leather, 8,000 miles, radio, heater and demister, as new.

**1939** 2½-litre S.S. Jaguar 100 2-seater, specially prepared and maintained, grey/red, new tyres, 14,790 miles and an exceptional example in every way.

**H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5725]

**W**EMBLEY COURT MOTORS offer:—

**1938** Jaguar 1½-litre saloon, black, in excellent condition throughout, bargain; £400.

**1937** S.S. Jaguar 2½-litre saloon, black, in excellent condition throughout, exceptional bargain; £285.—High Rd., Wembley. Arnold 5221-2. [0678]

**G**ORDON CARS (LONDON), Ltd.—1949 (Jan.) Jaguar 1½-litre saloon, black, beige, 6,000 miles.—Belov.

**G**ORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey, red leather, 8,000 miles, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6848]

**1937** Jaguar 1½-litre sports saloon, excellent condition; terms, exchanges.—Tulse Hill Motors, Ltd., 26 Tulse Hill, S.W.2. Tulse Hill 7106. [5810]

## JAGUAR

**B**EARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

**1946** Jaguar 3½-litre saloon, 15,000 miles, beautiful condition.—Autowork, Ltd., Winchester, Tel. Winchester 4634. [6347]

**1948** (first registered December, 1947) 1½-litre Jaguar special equipment saloon, discs, black/brown, 14,000 miles, in excellent condition; £975.

**S**ALF. Grn. 1205/7173. [6551]

**C**ASS'S MOTOR MART.—1939 Jaguar 1½-litre drop head coupe, golden brown, engine just reconditioned, exceptional, written guarantees.—3, Warren St., W.1. Euston 4110. [5097]

**9000** miles.—1948 (August) Jaguar 3½-litre drop head coupe, birch grey, radio, discs, mascot (trade enquiries only please).—Ernest Sutton, Cleve Hill (Glos.) 85. [5877]

**£175** or by instalments.—1937 S.S. Jaguar 2½-litre saloon 3 months' written guarantee; £175.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 8532. [6947]

**JAGUAR** 1½-litre saloon, 1947, special equipment model, finished Birch grey with red hide upholstery, 8,000 miles; £995.—Highly recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [6508]

**R. S. MEAD** offers 1947 3½-litre saloon, one owner, small mileage, H.M.V. radio, heaters, trickle charger, special leather indistinguishable from new, taxed year; £945.—Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [6532]

**395** gns.—Jaguar 1939 model 1½-litre 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6737]

**1948** (October) Jaguar 3½-litre drop head coupe, green and green leather, immaculate throughout.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station: Mare St., Hackney, E.8. [6881]

**1948** (May) Jaguar 1½-litre special equipment saloon, black, leather, polished chrome, discs, carefully used by one owner only, small mileage, absolutely as new, taxed; price £1,100, near offer.—Mans, Rosslyn House, 2, Oakfield Lane, Commonsidge, Kent, Tel. Canterbury 5120. [6277]

**1939** 3½-litre Jaguar drop head, in superb and engine, completely overhauled 2 months ago regardless of cost, twin spurs, F.100 and many extras, plenty of petrol, taxed, insured; £530 or nearest offer by week-end.—Simmons, Airport Hotel, Croydon, or Tel. Croydon 1537. [6949]

**1947** model, registered 1949, 3½-litre Jaguar, birch grey, radio, as new; £1,050; 1948 Leo Francis sports 2-seater, 12,000 miles, just serviced by works, £900; both cars taxed 1950, eight months' basic cash sale, new cash sale, new cash sale, delivered.

**John J. Crossley's** Exors, Barkisdale Mill, Barkisdale, nr. Halifax. Tel. Stainland 67221. [6268]

## Jaguar Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0964]

**R**OWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943]

**H**ENLYS, Ltd.,

**E**NGLAND'S Largest Jaguar Distributors.

**D**EVONSHIRE House, Piccadilly, W.1. (Grosvenor 4444.)

**H**ENLYS House, 385, Euston Rd., N.W.1. (Euston 4444.)

**G**REAT WEST RD. (Ealing 3477). Official Jaguar Service Station.

**C**AMDEN TOWN SERVICE STATION (Gulliver 4141).

**M**ANCHESTER, 1-5, Peter St. (Blackfriars 7843).

**H**ENLYS, Ltd., England's Leading Motor Agents. [0028]

**J**AGUAR cars wanted.

**S**ALF & SLATTERY, Ltd., 44-46, Aldermans Hill, N.15.

**M**AIN dealers—urgently require modern Jaguar cars.

**T**EL. Pal. Grn. 1205/7173. [6553]

**C**OOMBS & SONS (GUILDFORD), Ltd.

**U**RGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Road, Guildford. Tel. 62907. [6139]

**G**ATEHOUSE MOTORS are regular buyers of good clean Jaguar cars.

**G**ATEHOUSE MOTORS, Ltd., Highgate Village, London, N.8. Mountview 4444. [6567]

**M**ARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

**C**ASH immediately for road Jaguar.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lancham 0012. [6750]

**100** Model 2-seater sports 1938-39, wanted by private advertiser, hands. Must be low mileage and original condition.—Box 1742. [6632]

**U**RGENTLY wanted, good condition Jaguar cars.—Brown's Garage, 3 minutes Loughdon Tube Station, 199, High Rd., Loughdon, Essex. Loughdon 4119. [72440]

**U**RGENTLY required, low-mileage 1948 Jaguar 1½-litre saloon.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Chichester, Hants. Tel. 912. [4598]

**U**RGENTLY required, all models Jaguar cars in really good condition.—Private Advertiser, Service, Ltd. 26, Queensway, Hyde Park London, W.2. Bayswater 0136-7-8. [71038]

## Jaguar Spares and Service

**R. P. POWELL (MOTORS), Ltd.**, East London distributors for Jaguar cars, sales, service and spares, 521, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0948]

## Jaguar Spares and Service

H. HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models

AND at Manchester, Cheetham Hill Rd. Deansgate

6216/7.

QUICK completion of repairs. (0563)

WEMBLEY COURT MOTORS SERVICE STATION.

Comprehensive range of all Jaguar spares in stock;

specialised service and maintenance for Jaguar cars.

Wembley Court Motors Service Station, Forty Avenue,

Wembley. Arnold 1154-5. (4105)

## J.B.M.

TANKARD &amp; SMITH, Ltd., offer 1949 J.B.M. sports

four-seater, finished in very attractive polychromatic

grey with black leather upholstery, genuine 1,500

miles only since delivery, ideal car for club events; £550;

three months' written guarantee; also 200 guaranteed

used cars of all makes.—198, Kings Rd., S.W.3. Tel.

Flaxman 4801/2/3. (6304)

## JEEP

JEEPS.

24-HOUR service, Britain's leading Jeep specialists;

full range of spares in stock, rebuilt Jeeps;

detachable van and utility bodies from £55; spares

despatched same day.

EXPORT—Caterers and enquiries invited by our export

sales division.

MOTORCRAFT GARAGES, Station Approach, Gun-

necsbury, W.4. Chiswick 3013. (0214)

1945 Jeeps all types, perfect, Jeep trailers, spares

amphibious Jeeps.—Davies &amp; Groves, 1-5,

Dorset Close, N.W.1. Padd. 8345. (2901)

JEEPS reconditioned throughout. 20-23 mpg guaran-

teed 6 months, luxurious utilities, all original spares

stocked.—Metamet, 100, Belsize Lane, London, N.W.3

Hamstead 8231-2. (0527)

£185—A really perfect and very specially bodied

sports 2-seater Jeep, new tyres, new hood.—

Forse Garage (Petersham), Ltd., 132, Petersham Rd.,

Petersham, Surrey. 1854. (8539)

JEEPS—Autowork, Ltd., of Winchester, England's

largest Jeep stockists, for Jeeps and trailers; tremen-

dous quantities of new and used spares; literally

everything in stock.—Tel. Winchester 4834. (6353)

£300—Immediate delivery, 1945 Jeep, first taxed

June, 1948, exceptional condition, only 1

private user, genuine mileage 11,500, 20mpg, finish green

cellulose, special seats, hood and doors, many small im-

provements, tax 10d.—Sloane 7257. (6846)

245 gns.—Jeep (Ford) (reg. May, 1949), good tyres,

small mileage, excellent condition; genuine

Jeep trailer available; terms, exchanges; list; open 9-7

week-days and Saturdays.—Rowland Smith, Hampstead

(Hamstead Tube). (0627)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.

—Jeeps and Jeep spare parts, home and export, all

spares stocked, exchange plan engine, gearbox, water

pump, etc.; new hoods, spark sets, brake linings, etc.,

etc.—331-333, High Rd., Chiswick, London, W.4. Chis-

wick 1919. (0035)

JOHN BURLEIGH (AUTOMOBILES), Ltd., offers the

new and improved Burleigh utility on reconditioned

and specially lengthened Jeep chassis, early delivery;

also long-chassis Jeep truck; standard Jeeps and all

spares; full particulars on request; 38-page instruction

manual for the Jeep, price 30/-.—15, Astwood Mews,

Kensington, S.W.7. Frobbisher 4034. (0046)

## Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead

High St. (Hampstead Tube). Ham. 6041. (0944)

## Jeep Spares and Service

AUTOWORK, Ltd., of Winchester, the largest Jeep

stockists, for all spares and service.—Tel. Win-

chester 4834. (6354)

JEEPS—Comprehensive stocks of spares available for

immediate delivery, also many reconditioned Jeeps.

Premier Motors (Brighton), Ltd., 100, North St.,

Brighton. Tel. Brighton 8553/6507. (2575)

100% Jeep specialists; the only make of vehicle we

sell and service; spares our speciality; large

orders quoted; 40-hour service by return; com-

mercial petrol conversions; Amphibious Jeeps; we

service.—Wick Autos, the Jeep People, 15, St. John's

Rd., Hampton Wick, Kingston-on-Thames. (Tel.

4715). (0566)

## JOWETT

JOWETT Bradford of luxury, positively as new, small

mileage; £500.—Buntings, Harrow 1908. (6858)

JAVELIN 1948, 1949 engine, black saloon, red leather,

10,000 miles, beautiful condition; £390 new tyres,

radio, £330 with.—Box 1693. (6262)

WALTER SCOTT, Ltd.—1939 Jowett 8hp 5-seater

saloon, black, 58mpg, excellent condition; £295—

33, Colgate Crescent, Swiss Cottage, N.W.3. Primrose

5914. (6960)

1948 (September) Jowett Javelin saloon, Golden

Sand with radio, 11,000 miles, one owner,

perfect.—E. Vaughan, Aylesbury St., Blechley. Tel.

166. (6960)

1949 (January) Jowett Javelin, golden sand, red

leather upholstery, arm rests, Smith's air-

conditioning, windscreen demisters, heater, negligible

mileage, equal to new, guaranteed for 3 months.

ESSER, ENGINEERING STORES &amp; SERVICES, Fire

Protection Engineers, Cumberland Rd., Bristol.

## Jowett Cars Wanted

ROWLAND SMITH'S, the Jowett buyers.—Hampstead

High St. (Hampstead Tube). Ham. 6041. (0945)

RAYMOND WAY, the hire-purchase specialists, are

still buying Jowett, and have unlimited cash

available.—Canterbury Rd., Kilburn, N.W.6. Maid-

Vale 6044 (10 lines). (5130)

## Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and ser-

vice specialists.—Newnhams House, 235-9, Hammer-

smith Rd., W.6. Riv. 4646. (0415)

MILESTONES (SERVICE GARAGE), Ltd., main

agents Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, imme-

diate despatch, trade or private.—Tel. Erith 2469,

2629, 308, Erith Rd., Bexleyheath. (0571)

JOWETT-BRADFORD.—For quick repairs or any

spares try Buntings' Jowett Agency, Harrow 1908.

CROYDON, Godfrey, Ltd., for full Jowett service

and comprehensive range of spares.—228-234, Lon-

don Rd., Croydon, Cro. 3641. (0463)

FOR full Jowett service and comprehensive range of

spares.—Moon's Motors, Ltd., Dorset House, Maryle-

bone Rd., N.W.1. (Welbeck 7983). (8247)

TRINITY CARS, Ltd., main agents for Jowett Javelin

and Bradford spares, expert service and sales.—94,

North Side, Wandsworth Common, S.W.18. Battersea

1166. (6405)

KINGSTON-ON-THAMES main agents for Jowett

Javelin and Bradford vans; spares and service;—

G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St.,

Kingston 2241-2. (6618)

A. V. MOTORS, Ltd., Park Rd., Teddington, Middle-

sex, Tel. Kingston 0710, the Jowett specialists

and main agents; over 23 years' Jowett experience;

spares and service. (0759)

## KAISER FRAZER

PHILIP RICKARDS, Ltd., offer:—

1949 model Kaiser 4-door sedan, black with fawn

cloth upholstery, fitted heater, radio, spot-

lamps, mileage 524 only, very new.—4, Brick St., Park

Lane, London, W.1. Grosvenor 4772-3. (6327)

## LAGONDA

CLASS'S MOTOR MART.—1936 Lagonda 4½-litre four-

some drop head coupe, immaculate condition.—5,

Warren St., W.1. Euston 3503. (4181)

BARTLETT, Lagonda 12-cylinder short chassis sports

saloon just reconditioned by makers, superb con-

dition; £1,350.—27a, Pembridge Villas, W.11. Bayswater

0523. (5091)

1930 2-litre Lagonda speed model, fitted 1948 with

fixed head coupe body, F.100 headlamps,

cycle type wings; nearest to £160; seen London.—Box

1745. (6827)

1939 Lagonda 4½-litre saloon, dark maroon, one

owner, genuine mileage 42,000; excellent

condition throughout; £750.—Hortons Garage, Ltd.,

George St., Redditch, Tel. 17. (6216)

525 gns.—Lagonda 1936 4½-litre foursome drop

head coupe, black, grey leather, wheel discs,

carefully used, excellent condition; cost £1,125; terms,

exchanges.—Rowland Smith, below.

495 gns.—Lagonda 1936 4½-litre sports tourer,

cream, green leather, wheel discs, tonneau

cover, carefully used, exceptional condition; terms,

exchanges.—Rowland Smith, below.

245 gns.—Lagonda 1934 4½-litre 4-door pillarless

saloon, black, black alone head, fawn leather, care-

fully used, excellent condition; terms, exchanges; list;

open 9-7 week-days and Saturdays.—Rowland Smith,

Hampstead (Hampstead Tube). (0627)

DAVIES MOTORS, Ltd. (managing director, J. E.

Davies, 20 years' service manager to Lagonda, Ltd.,

offer: 1937 4½-litre saloon; 1936 4½-litre tourer; 3½-litre

saloon; 3½-litre tourer, and many excellent Lagondas

in really first-class condition.—275, London Rd., Staines,

Tel. 3457-8 (or private) Walton 1562. (0287)

LAGONDA 4½-litre 1934 sports saloon by Park Ward,

black with red leather upholstery, the whole car is

in perfect mechanical condition, being fitted with recom-

mended 1936 engine, 9,700 miles, gearbox, brakes,

and electrics just completely rebuilt, fitted with Radio-

mobile and interior heater, this car has been engineer

maintained regardless of cost and is fitted with two

complete sets of shock absorbers, Newton struts and

Anore telecontrols, this is a bargain for anyone who

wants high speed motoring in comfort with complete

reliability.—Offers to Southern Cylinder Grinding Co.,

55, Nithsdale Dr., Glasgow, S. (6835)

## Lagonda Cars Wanted

BARTLETT always buys 12-cylinder Lagondas.—27a,

Pembridge Villas, W.11. (1069)

ROWLAND SMITH'S, the Lagonda buyers.—Hamp-

stead High St. (Hampstead Tube). Ham. 6041. (0946)

BROOKLANDS OF BOND STREET, Ltd., have new

and used cars in stock and are always interested

to have details of any Lagonda cars for disposal.—May-

fair 8351/6. (0329)

## Lagonda Spares and Service

LAGONDA owners are advised to contact the manu-

facturers for service, overhauls and spares for the

4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd.,

Feltham, Middlesex. Tel. Feltham 2291. (0908)

DAVIES MOTORS, Ltd. (managing director, J. E.

Davies, 20 years' service manager to Lagonda,

Ltd.), are concentrating on the servicing and rejuvena-

tion of pre-war Lagondas; we have revolutionised the

role of all pre-independent models; details upon re-

quest.—275, London Rd., Staines. Tel. 3457-8 (or pri-

vate) Walton 1562. (0287)

WE are open on Saturday mornings when prospective

customers will be welcomed at the works. (0217)

## LANCHESTER

GUY SALMON AUTOMOBILES, Ltd., offer:—

1940 model Lancaster 20 sports saloon, positively

as new throughout, £10 tax; £2,495.—Pors-

ridge 5100, Thames Ditton, Esherbrook 4343. (5996)

1935 Lancaster 12-6 saloon; £200; taxed and

insured March, 1950.—Burgess Heath 775. (5823)

1938 Lancaster 11hp 4-door saloon de luxe, black,

blue leather, new tyres, excellent condition;

£385.—Vandervells, 215, Haverstock Hill, N.W.3. Pri-

mrose 4441. (6540)

## LANCHESTER

STRATSTONE, Ltd., Lancaster Specialists offer:—

1939 Lancaster 14hp saloon, black with blue

leather, a most attractive, economical car;

£495. (0495)

1947 Lancaster 10hp saloon, black with red

leather, 6,000 miles only, as new throughout;

£925. (6295)

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404).

CHARLES RICKARDS, Ltd., the house of standing

and repute.

1937 Lancaster 14hp saloon, black, low mileage,

exceptional condition; £350.

56 Baywater Rd., W.2 (next door to Lancaster Gate

Tube Station). Tel. Paddington 1820. (6295)

1938 Lancaster II, excellent condition, 37,000

miles; £350.—24, Breaux Down Ave., Weston-

super-Mare. (6963)

245 gns.—Lancaster Roadster 1937 14hp de luxe 4-

door saloon, blue and black, sliding head, blue

leather, preslector; terms, exchanges.—Below.

265 gns.—Lancaster 18 (June, 1937) de luxe 4-door

saloon, black, sliding head, brown leather, good

tyres, very good condition; terms, exchanges; list; open

9-7 week-days and Saturdays.—Rowland Smith, Hamp-

stead (Hampstead Tube). (0627)

TANKARD &amp; SMITH, Ltd., offer late 1938 Lancaster

14 saloon sports saloon in polychromatic two-tone

blue with dark blue leather, all 1939 features includ-

ing F.S., most attractive car in really first-class mecha-

nical condition; £450; three months' written guarantee;

also 200 guaranteed used cars of all makes.—198, Kings

Rd., S.W.3. Tel. Flaxman 4801/2/3. (6229)

## Lancaster Cars Wanted

THE CAR MART, Ltd., wish to purchase Lancaster

cars.—150, Park Lane, W.1. Grosvenor 3434. (0965)

ROWLAND SMITH'S, the Lancaster buyers.—

Hampstead High St. (Hampstead Tube). Ham. 6041.

Lancaster Spares and Service

CROYDON.—Donald Vince &amp; Co., Ltd., Daimler and

Lancaster; specialists for sales and service, Croy-

derminster Rd., Croydon 5775. (0689)

SPECIALISED Lancaster gear box service, all types,

spare and accessories, guaranteed work.—J. Smith, Hamp-

stead, 35, Grant Rd., Croydon, Surrey. Addiscombe

2951. (0146)

## LANCIA

JOHN S. TRUSCOTT, Ltd.



**Lea-Francis Cars Wanted**  
**CHARLES FOLLETT, Ltd.**—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.  
**SHOWROOMS:** 18, Berkeley St., W.1. May. 6366.

**OFFICIAL Lea-Francis London Service Station, Works and Stores—**  
**12, Wellesley Ave., W.6. Riv. 1413.** [8983]

**Lea-Francis Spares and Service**  
**LEA-FRANCIS CARS Ltd.**

**SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St. Coventry. Tel. 60204-5-6.** [9352]

**CHARLES FOLLETT, Ltd.**, sole distributors for Home Counties, Bucks and Sussex.  
**SHOWROOMS:** 18, Berkeley St., W.1. May. 6366.

**SPARE parts.**  
**SERVICE:** 12, Wellesley Ave., W.6. Riv. 1413.

**LINCOLN-ZEPHYR** [8370]  
**£195**—1937 Lincoln-Zephyr saloon, finished in black, fitted radio, this car only wants serious first deposit secure. Grove Garage & Motors, 222, Fore St., Edmonton, N.9. Tot. 4152. [5852]

**1938** Lincoln-Zephyr, one owner from new, has been meticulously kept, and is unblemished in every way, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Chiswick 2725 and 5870. [5910]

**LLOYD**  
**395sns.**—Lloyd (Sept., 1948) 650 sports roadster, silver grey, red upholstery, independent suspension, steering column gear change, one careful owner, 9,500 miles, exceptional condition; cost £480; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6732]

**MERCEDES-BENZ (GREAT BRITAIN), Ltd.**, offer—  
**TYPE 280 23hp** cabriolet B, right hand steering, blue with pinkish leather upholstery, excellent condition; offers.—Victoria 8715. [5361]

**295sns.**—Mercedes-Benz 1934 26/80 short chassis in Mannheim sports drop head coupe, maroon leather upholstery, rear luggage trunk, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6710]

**Mercedes-Benz Spares and Service**  
**MERCEDES-BENZ (GREAT BRITAIN), Ltd.**, Sales, Service and Spares, 111, Grosvenor Rd., S.W.1, Victoria 8715-6. Night Service: Victoria 3144. [5105-6]

**SM offer.** **M.G.**

**1939**—M.G. 12hp 1½-litre open four-seater, colour black with red leather upholstery; this car is in superb mechanical condition and has been maintained throughout in first-class order, it has travelled a low mileage only since new and would be of great interest to anyone requiring a high quality pre-war car.  
**STAR MOTORS, Shepherds Hill, Reading. Sonning 2345-6.** [5971]

**BROWN'S for M.G.**

**1938** M.G. 10hp 2-seater sports, immaculate condition; £355; 3 months' guarantee.—Brown's Garage, London (Essex) 4119 (tube). [6447]

**OVERSEAS CARS, Ltd.**

**1939** 2-litre M.G. saloon, turquoise blue, excellent condition throughout; £525.—  
**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5731]

**CHARLES RICKARDS, Ltd.**, the house of standing and repute.

**1937** M.G. T type, finished red, recently completely overhauled; £350.—  
**56** Baywater Rd., W.2 (next door to Lancaster Gate Tube Station), Tel. Paddington 1820. [6298]

**CHIPSTEAD MOTORS, Ltd.**—See under Sports Cars column advert No. 6448. [6455]

**1939** M.G. 2-litre saloon, black, fitted radio, excellent condition throughout; £485.—  
**JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4447.** [6694]

**BEARTS of Kingston, M.G. specialists, sales, spares, repairs.**—102, London Rd., Kingston. Tel. Kin 3348

**M. (TC), 1947, 12,000 miles, genuine car; £550.—**  
**M. Pantiles Service Garage, London Rd., Guildford 3326.** [6641]

**1948** M.G. 1½-litre saloon, excellent condition, one owner; £875.—Prince's Garages, Loughborough. Tel. 3244. [6971]

**1948** supercharged M.G. T.C.C., genuine mileage, under 3,000; the whole car in superb condition, colour green.  
**K. EVILL-DAVIES & MARCH, Ltd.**, 41/42, Hay's Meadow, Berkeley Square, W.1. Gro. 2563. [3024]

**1946** M.G. T.C., 16,000 miles, black, exceptional condition.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3356. [6343]

**G. 114** saloon available shortly; 6,600 miles; dual drivers; radiomobile; wind-tones; meticulously maintained.—Particulars from Box 1768. [6948]

**1934** M.G. J.2, good engine, hood, tyres, upholstery, excellent condition, 40mpg, taxed year; £160.—Barron, 18, Edith Street, Middlesbrough. [6890]

**G. T.C. (Oct. 1947), 11,000 miles, one owner; excellent condition; £525; no offers.—Apply Scurr, Market Chambers, Alton, Hants. Tel. Alton 3380.** [6839]

**1947** M.G. 1½-litre saloon, very low mileage, H.M.V. radio; £315.—  
**31, Edgware Rd., London, W.2. Tel. Pad. 3075-6.** [5578]

**WALTER SCOTT, Ltd.**—1935 Model M.G. P-type 2-seater, black, excellent condition; £245.—39 College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [6274]

**£300**—T.A.M.G. 1938 (Aug.), or would exchange with cash adjustment for low-mileage T.C.—  
**Kilby, 155, Ashcroft Road, Luton. Phone: Luton 4584.** [6845]

**1939** M.G. T.A. model drop head coupe, excellent throughout, recolloured black; £395.—  
**376 Kensington High St., W.14. Western 2312.** [6620]

**HILLWOOD MOTORS.**—1946 M.G. T.C. model, low mileage, fine example of famous sports car; £485.—  
**565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill 4232.** [6776]

**MAYFAIR GARAGES, Ltd.**—1939 T.A. sports 2-seater, black/red, new hood and all weather equipment, good tyres, really exceptional condition throughout; 365sps. [6381]

**MAYFAIR GARAGES, Ltd.**, Balderton St. (opp. M. Selfridge's clock), Mayfair, W.1. Mayfair 3104 (2 lines). [6381]

**1937** 2-litre M.G. drop head coupe, recent reconditioned engine, new head covering; £425.—  
**Smith & Hunter, 376, Kensington High St., W.14. Western 2312.** [6621]

**JARVIS & SONS, Ltd.**, offer: 1½-litre M.G. Tourer, completely reconditioned by us, painted grey, with blue upholstery; £425.—Morris House, Morden, S.W.19. Liberty 4656. [5879]

**1947** M.G. T.C. model 2-seater tourer, finished black, in excellent condition throughout; £475.—  
**Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2.** [6579]

**ROSE & YOUNG, Ltd.**, offer 1948 M.G. 2-seater, red, supercharged, mileage 4,000, very fast; £595.—  
**69, Sternhold Ave., Streatham Hill S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6461.** [5071]

**1948** (Nov.) M.G. 1½ saloon, black, beige leather, one owner, guaranteed 11,000 miles, as new; £900.—  
**Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912.** [5664]

**1949** (Jan. 2) M.G. 1½-litre saloon, 4,300 miles, black, green leather, new leather upholstery, loose covers, Fram, taxed Dec., 1950; £550, near offer.—  
**Kingsgate Ave., Finchley, London, N.3. Finchley 4613.** [6974]

**1947** (Sept.) T.C. M.G. 2-seater, unused until September 1948, since covered 7,000 miles, black, green leather, quite unmarked and as new; £565.—  
**Falcon Works, London Rd., Isleworth Hounslow 0011.** [5258]

**1949** M.G. T.C. 2-seater, finished red, just over 2,000 miles, exactly as new; trade and part exchange enquiries invited.—Car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.13. Tulse Hill 4488. [6855]

**2525sns.**—M.G. Midget (Oct., 1946) 11hp T.C. 2-seater, black, green leather, good tyres, small mileage, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—  
**Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.** [6711]

**TANKARD & SMITH, Ltd.**, offer 1939 M.G. T.A. two-seater in polychromatic green with red wheels, an immaculate car with sparkling performance, many extras including Brooklands screens; £345; three months' written guarantee; also 200 guaranteed used cars of all makes.—  
**198, Kings Rd., S.W.1. Tel. Faxman 4301/2/3.** [6302]

**M.G. Cars Wanted**

**C**  
**THE CAR MART, Ltd.**, wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [9066]

**ROWLAND SMITH'S, the M.G. buyers.**—Hampstead High St. (Hampstead Tube). Ham. 6041. [9048]

**SLOCOMBES of NEASDEN.**

**SLOCOMBES.**—Good clean M.G.s wanted, must be perfect condition.—289, Neasden Lane, N.W.10. Gladstone 2088. [7643]

**POST-WAR M.G. required:** cash payment.—Morley & Co., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [6845]

**URGENTLY required:** good pre-war M.G.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [6757]

**MAYFAIR GARAGES, Ltd.**—Balderton St. (opposite M. Selfridge's), W.1. Mayfair 3104. Particularly want J.2s, Fe and Ts for cash. Phone or write for list to call. [7447]

**RAYMOND WAY, the hire purchase specialists,** are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5661]

**M.G. Spares and Service**  
**THE sole London distributors for M.G. cars.**

**UNIVERSITY MOTORS, Ltd.**, 7 Hertford St., London, W.1. Tel. Grosvenor 4141. [7050]

**FOR M.G. mudguards, running boards, 1933-46.**—Brooks, 85, Queens Rd., Brighton. [9385]

**MILL GARAGE (W. JACOBS & SON), Chigwell Rd., E.18. Wan. 0650.** M.G. spares and service. [9486]

**M.G. spares and steering wheels, rockers, valves, springs, axle girds, aerosecrons, 2-litre M.G. gear box, front and back axles, road wheels and tyres, wings and bumpers.**—  
**V. W. Derrington, Ltd., 159, London Rd., Kingston 5621-2.** [5151]

**TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for type P, J, T and L, and N Magnetics; exchange service dynamos, starters, crankshafts, with rods, gear boxes, brake shoes, vertical drivers, rockers, stock sleeves, rocker bushes, rocker shafts, valve guides, springs, valves and gaskets, with full range of M.G. spares always available; we specialise in racing spares.**

**WRITE or phone Toulmin Motors, 21, St. John's Rd., Richmond, Surrey. Tel. 8988.** [7049]

**MORGAN**

**1939** Morgan 4-4 drop head coupe, attractively finished in blue with black wings, Coventry Clamox engine in 100% condition, a car for the enthusiast which will give fast but safe driving at economical running costs, unrepeatable bargain; £335.—  
**M.B. MOTORS, 356, New Cross Rd., London S.E.4. Tideway 3779.** [6459]

**325s**—Morgan 4/4 1939 (reg. 1940) 10hp sports, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6758]

**Morgan Cars Wanted**  
**RAYMOND WAY, the hire-purchase specialists,** are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5151]

**Morgan Cars Wanted**

**ROWLAND SMITH'S, the Morgan buyers.**—Hampstead High St. (Hampstead Tube). Ham. 6041. [9048]

**Morgan Spares and Service**  
**MORGAN 4/4 official spare parts stockist; service and repairs.**—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [6514]

**MORGANS.** All available spares in stock.—F. H. Douglas, Morgan Specialist, 1A, South Ealing Rd., Ealing, W.5. Eal. 0570. [40728]

**Morris Minor Cars Wanted**  
**WANTED, new Morris Minor tourer urgently for bona-fide private motorist; Welsh, Scottish and N. England agents please note; earliest possible delivery.**—  
**Smith, 2, Bridge Rd., Bramote, Notts. Tel. Beeston 56451.** [6824]

**MORRIS EIGHT**  
**GLANFIELD LAWRENCE offer:—**

**1938** Morris 8 4-door saloon, black, reconditioned throughout; £285.—407, High Rd., N.12, Finchley 0091. [5474]

**WEMBLEY COURT MOTORS offer:—**

**1948** Morris 8 4-door saloon, fitted with radio; this car is indistinguishable from new, inspection and trial invited; £575.—High Rd., Wembley, Arnold 5221-2. [6005]

**CHARLES RICKARDS, Ltd.**, the house of standing and repute.

**1948** Morris 8hp 4-door saloon, black with brown leather, one careful owner, genuine mileage 3,100, faultless; £595.—  
**Baywater Rd., W.2 (next door to Lancaster Gate Tube Station), Tel. Paddington 1820.** [6296]

**56** Morris 8 saloon, in very nice condition; 149sps; 3 months' guarantee; terms and exchanges.

**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [6939]

**1937** Morris 8 2-seater, very fine order; £200.—  
**Smith & Hunter, 376, Kensington High St., W.14. Western 2312.** [6624]

**1948** (May) Morris 8 4-door saloon, small mileage; £475.—  
**185, Goldhawk Rd., W.2. Shepherd's Bush 3774.** [6276]

**1948** Morris 8 4-dr. sal. black/brown, 3,000 miles, W.C.2. Temple Bar 3356. [6344]

**1948** green, as new, mileage 5,000; £585.—  
**Cransmore, Tel. 2040 Fotters Bar.** [4821]

**1948** Morris 8 4-door sun saloon, genuine mileage 3,000 only, as new.—Wards of Putney, 72, West Hill, S.W.15. Put. 7422. [6712]

**245s**—Morris 8 1937 model tourer, green and black, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

**345s**—Morris 8 1938 de 4-door saloon, black, sliding head, blue leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [6712]

**Morris 8 1946** sunshine saloon, mileage 18,500, perfect; £425.—To be seen at Stourcliffe Close Garage, Stourcliffe St., W.1. Paddington 9238. [6215]

**MORRIS 8hp 2-seater series 1 saloon, excellent condition.**—  
**2175, John W. Whalley, London Rd., Bishop's Stortford, Tel. 181 and 182.** [6229]

**MORRIS 8 4-door saloon, mileage 2,300, one owner, immaculate condition; £595.**—  
**Basil Roy, Ltd., 17-18, Wigmore Place, W.1. Langham 7733.** [6677]

**1949** Morris 8hp 4-door saloon, green, perfect, 9,000 miles, £565.—  
**Freddie's Garage, Bursledon, near Southampton. Bursledon 346.** [6736]

**1939** Morris 8hp saloon de luxe, black, brown leather interior, very sound, clean car; £315.—  
**Walton-on-Thames Motor Co., Ltd., Walton 200.** [6942]

**1939** Morris 8hp saloon de luxe, fitted with every conceivable extra including radio, £365.—  
**Vandervell's, 215, Haverstock Hill, N.W.3. Primrose 441.** [6857]

**1947** Morris 8 4-door saloon, sun roof, black, brown leather, mileage 11,000, one owner; £495.—  
**Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517.** [5951]

**1938** Morris 8 saloon de luxe, blue, blue leather interior, recently recolloured and new covers fitted; £235.—  
**Walton-on-Thames Motor Co., Ltd., Walton 200.** [6943]

**275s**—1939 Morris 8 tourer de luxe, any trial, 20, Balham Hill, S.W.12 (10 yds. Clapham, South Tube). Batt. 3117. [4174]

**1948** (Nov.) Morris 8 saloon, 4-door, black with brown upholstery, immaculate and new condition; £575.—  
**Jocelyn's Garage, Ltd., 8, John's Rd., Stourbridge, Tel. 5284-5.** [5863]

**ROSE & YOUNG, Ltd.**, offer 1938 Morris 8 4-door saloon, leather, sun roof; £215.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6461. [6660]

**MORRIS 8 saloon, 1948, one owner, low mileage, dark green, upholstered hide, several useful extras; £585.**—  
**Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011.** [6499]

**1948** Morris 8 4-door saloon, finished black, brown leather upholstery, 9,700 miles, spare wheel, unused, immaculate; £550.—  
**B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.** [6558]

**MORRIS 8 saloon, 1948, 541 miles only, black with brown upholstery, faultless and unblemished, guaranteed; £599sps.**—  
**Highly recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011.** [6560]

**£345** Morris 8 1939 4-door saloon, appearance as new, excellent chassis, choice of 2; many others.—  
**Bennett, 1, Clarendon Rd., Holland Park, London, W.11. Park 5067. Open Mon. to Sat. (50 yards Holland Park Tube).** [6256]

**Morris Eight Cars Wanted**  
**POST-WAR Morris 8 required:** cash payment.—  
**Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.** [9046]

**ROWLAND SMITH'S, the Morris 8 buyers.**—Hampstead High St. (Hampstead Tube). Hampstead 6041. [9076]



## Morris Eight Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434.

**PRIVATE** buyer will pay top price for good covenant free 1949 Morris 8, tourist preferred.—Write Box 1412. (4630)

**JACK ROSE, Ltd.**, require low-mileage Morris cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6877-8. (7675)

**BANSTEAD ROAD GARAGE** urgently require 8hp post-war Morris cars in good condition.—Carshalton, Surrey. Vigilant 3341. (5913)

**RAYMOND WAY**, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5663)

## MORRIS TEN

**EUSTACE WATKINS, Ltd.**

**1948** Morris 10hp de luxe saloon, green, 10,000 miles, in excellent condition. (10968)

**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). (16129)

**PHILIP RICKARDS, Ltd.**, offer:—

**1948** Morris 10 saloon, green, 3,900 miles, one owner, as new.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (6523)

## WEMBLEY COURT MOTORS offer:—

**1938** Morris 10 saloon, black, completely reconditioned throughout, recollared, in really superb condition; £350.—High Rd., Wembley. Arnold 5221-2. (6501)

**1948** Morris 10 saloon, 4,000 miles.

**GUY ALFRED & CO., Ltd.**, 6-7, Warren St., W.1. Euston 3268. (5831)

**1946** Morris 10hp, indistinguishable from new, mechanically perfect. (5599)

**HAMILTON MOTORS (LONDON), Ltd.**, 466-490, Edgware Rd., W.2. Paddington 0024. (5599)

**1948** Morris 10 de luxe saloon, black, 9,000 miles, perfect, £695; as new (December), 1947, £660.

**BREW BROTHERS, Ltd.**, 133, Old Brompton Rd., S.W.7. Kensington 2468. (5901)

**1948** Morris 10 saloon, green with brown interior, indistinguishable from new, chauffeur maintained; £570.

**MORRIS 10 1946 Series M** de luxe saloon, 18,000 miles, superb condition; £530.—Robbins, East Putney, Tel. 4581. (7005)

**1946** Morris 10 saloon, black, in perfect condition; £475.—Grove Motors, North Rd., Southall 3477. (6158)

**1947** Morris 10 11,000 miles, radio, as new; £545. Brown, Hillside Garage, Edgware. Tel. Edgware 3464-5. (4114)

**1937** Morris 10 saloon, new engine, new tyres, beautiful condition; £265.—Smith and Hunter, 376, Kensington High St., W.14. Western 2512. (6623)

**FOR** sale, 1939 Morris 10 saloon, maroon, reconditioned engine, just completely overhauled and recollared; £375 or offer.—Tel. Terminus 7050 during day. (6532)

**MORRIS 10 saloon**, 1948, 12,000 miles, one owner, exceptional condition; £695.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 1011. (6501)

**M** being in really immaculate condition throughout; sound value at £265.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. (6529)

**1937** Morris 10 saloon, red and black, engine not running, otherwise good condition; one owner; reason for selling, new car just delivered; price £200.—Box 1746. (6628)

**MORRIS 10 saloon**, grey/black, December, 1948, 5,000 miles, carefully maintained, perfect condition. One owner. 6 months' basic; £395.—Aston, Fenmore, 1, Batchworth Lane, Northwood 1824. (6972)

**1948** (Dec.) Morris 10hp saloon, green, brown hide, 2,000 miles only, new condition throughout; £750. Exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays. 4274. (6407)

**1947** Morris 10 saloon de luxe, black with brown leather upholstery, in immaculate condition throughout, 3 months written guarantee; price £595.—Tankard and Smith, Ltd., 97, Fencham Rd., S.E.15. Rodney 2051. (6893)

**1938** Morris 10 series 3 ohv saloon, sound condition and bargain at £229 cash or £69 deposit; terms quickly arranged; open 9-7 week-days. C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-6. (6673)

**525 gns.**—Morris 10 (Oct., 1946) de luxe 4-door saloon, black, sliding head, brown leather, one owner, exceptional condition; terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (6739)

## Morris Ten Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. (10968)

**ROWLAND SMITH'S**, the Morris buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (10977)

**1939** 48 Morris 10 saloon urgently required.—Richard France, Ltd., 254, High Rd. Tottenham, N.15. Sta. 2232. (5153)

**RAYMOND WAY**, the hire purchase specialists, are still buying Morris 10 and have unlimited cash available.—Canterbury Rd., Kilburn N.W.6. Maids Vale 6044 (10 lines). (5663)

## MORRIS TWELVE

**325 gns.**—1939 Morris 12 de luxe saloon, superb condition.—Antonsips, 5, Balham High Rd., Balham 1509. (6534)

## MORRIS TWELVE

**TOM GARNER, Ltd.**, offer:—

**1949** Series Morris Oxford saloon, green with beige leather, 2,000 miles only.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 3265-6. (6310)

## GLANFIELD LAWRENCE offer:—

**1939** Morris 12 saloon, black with brown leather upholstery, new engine recently fitted; £425.—407 High Rd., N.12. Finchley 0091. (5347)

## GLANFIELD LAWRENCE offer:—

**1937** Morris 12 saloon, blue leather upholstery, very good mechanical condition; £285.—407 High Rd., N.12. Finchley 0091. (5347)

**245 gns.**—Morris 12 1937 Series II de luxe 4-door saloon, black, sliding head, maroon leather, very good condition; terms; exchanges.—Rowland Smith, below

**195 gns.**—Morris 12 (Oct., 1935) Series II de luxe 4-door saloon, green and black, sliding head, green leather, good condition; terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (6713)

## Morris Twelve Cars Wanted

**ROWLAND SMITH'S**, the Morris buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (10977)

**RAYMOND WAY**, the hire purchase specialists, are still buying pre-war Morris 12 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5642)

## MORRIS FOURTEEN

**245 gns.**—Morris 14 1937 Series II 4-door saloon, black, red upholstery, carefully used, excellent condition; terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (6714)

## MORRIS SIXTEEN

## WEMBLEY COURT MOTORS offer:—

**1936** Morris 16 saloon, blue and black, in splendid condition throughout, any trial; bargain, £225.—High Rd., Wembley. Arnold 5221-2. (6003)

## MORRIS EIGHTEEN

**195 gns.**—1937 Morris 18 de luxe saloon, excellent condition.—Autonsips, 5, Balham High Rd., Balham 1509. (6636)

**£95** condition, taxed, no petrol.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station). Ambassadors 1061-2. (6561)

## MORRIS OXFORD

**H. A. SAUNDERS, Ltd.**, offer:—

**1948** Morris Oxford 13.4 saloon, radio, heater; £365.

**H. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. (6993)

## MORRIS SIX

**1949** Morris Six, under maker's guarantee, covenant free, mileage 2,500, black, immaculate; £1,200, or best offer over £1,000.—Parsons, 68, Emlyn Rd., London, W.12. Tel. Ch. 4659. (5460)

## Morris Six Wanted

**GATEHOUSE MOTORS** are regular buyers of good Clean Morris 6 cars.

**GATEHOUSE MOTORS, Ltd.**, Highgate Village, London, N.5. Mountview 4444. (6569)

## MORRIS MISCELLANEOUS

**H. A. SAUNDERS, Ltd.**, offer:—

**1947** Morris 8 saloon de luxe, 3,000 miles only; £545.

**1948** Morris 8hp 4-door saloon, radio, 7,000 miles; £595.

**1948** Morris Minor saloon, 6,000 miles; £695.

**H. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. (6992)

**1938** Morris 12hp saloon de luxe, choice of two, original specimens, one black, one green, from £388; also.

**1938** 10hp saloon de luxe; £269.

**1946** 8hp saloon de luxe with radio, special bargain; £398.

**1935** 8hp saloon de luxe; £155, etc., must be seen to be appreciated at London Cars, 2 & 3, Grosvenor Parade, Uxbridge Rd., Ealing Common, W.5. Acton 1212. (6852)

**TANKARD & SMITH, Ltd.**, offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. (0379)

**MORRIS** cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 2051. (10105)

**JARVIS & SONS, Ltd.**, offer: 1947 Morris 8 Series E two-door saloon de luxe, just fitted factory replacement engine, £495; also 1948 four-door saloon, small mileage, £395; also 1947 (Nov.) Morris 10 saloon, low mileage, £625 and 1948 Morris 10, similar, £695.—Morris House, Morden Rd., S.W.19. Liberty 4656. (6875)

## Morris Miscellaneous Cars Wanted

**R** **ROWLAND SMITH'S**, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (10979)

**SELL** your Morris to us, good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. (6572)

**JACK OLDING, Ltd.**, 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition.—Mayfair 5242. (6397)

**SPIKINS (TWICKENHAM) Ltd.**, Heath Rd., Twickenham, Middlesex, will purchase immediately recent Morris, all models.—Popegrove 1035. (1593)

**URGENTLY** wanted, good condition Morris cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton Essex. Loughton 4119. (1932)

## Morris Spares and Service

**FOR** Morris mudguards, running boards, 1930/46.—Brooks 85, Queens Rd., Brighton. (0394)

**BARKERS MOTORS (LONDON), Ltd.**, Tel. Balham 6666, for Morris spares, sales and service, 209, Balham High Rd., S.W.17. (0521)

**NASH** 1939 model 22hp saloon, heater, freewheel, overdrive, excellent condition; £395.—Sandrock Garage, Winchelsea, Sussex. Winchelsea 312. (6947)

**DISTRIBUTORS (HAWLEES) Ltd.**, Sales Service and Spares, Blindley Heath Garage, Nr. Lingfield, Surrey. Tel. Lingfield 330-1. (0113)

**Opel Cars Wanted**

**BRAY MOTORS** purchase Opel and other makes.—180, West End Lane, N.W.6. Ham. 6490. (1574)

**ROWLAND SMITH'S**, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0980)

**PRIDE & CLARKE, Ltd.**, the Opel distributors, offer immediate cash payment for all models.—257, Brixton Hill, S.W.2. Tel. 3664. (6099)

**Opel Spares and Service**

**PRIDE & CLARKE, Ltd.**, new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.9. Bri. 6251. (0733)

**MAYNOR MOTORS, Ltd.**, distributors: Opel spares and parts and reconditioned engine service.—Woodside Rd., Southbourne, Bournemouth. Tel. Southbourne 327 and 160. (4477)

**CHAR MART, Ltd.**

**1939** Packard Super 8 7-seater limousine, 5,000 miles; £1,785.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (6909)

**R. C. MORTLAKE** offers:—

**1937** Packard Super 8 7-passenger Pullman limousine, small mileage, black, immaculate condition. 253, Kenal Rd., W.10. Ladbroke 3155. (9457)

**JOE THOMPSON (MOTORS), Ltd.**, offers:—

**1947** Packard Clipper 8 saloon, right hand drive, sedan de ville 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car.

**1938-9** Packard Super 8 de luxe limousine, privately owned.

**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelin), Ken. 4858. (6562)

**1939** Packard limousine, 42,000 miles, practically as new.

**GUY ALFRED & CO., Ltd.**, 6-7, Warren St., W.1. Euston 3268. (5831)

**1936** Packard limousine, privately owned, exceptional condition.

**GUY ALFRED & CO., Ltd.**, 6-7, Warren St., W.1. Euston 3268. (5832)

**1939** Packard 7-seater limousine, 15,000 miles only.—Autowork Ltd., Winchester. Tel. Winchester 4834. (6349)

**PACKARD** 12-cylinder 7-seater coachbuilt convertible limousine by Brunns of Buffalo, 1939, one owner, condition as new; £700.—Box 1631. (6196)

**1937** Packard Super 8 limousine, reconditioned throughout, stored 5 years, really nice car; £715.—The White Swan, Bottisham, Cambs. Tel. 25, 5251

**1936** Packard Super 8 limousine, one owner, 60,000 miles, in perfect condition; £795.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (1623)

**1937** Packard 8 saloon, in excellent condition; £275.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. barracks), N.W.1. Tel. Euston 6507 and 1520. (5226)

**A SELECTION** of approved late model Packard cars is offered by the sole concessionaires, Messrs. Leonard Williams & Co. (1940) Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. (0292)

**CENTRAL GARAGE**, Croydon, offer 1936 Packard 120 drop head coupe, black, fawn hide upholstery, fitted P100 head lamps, demisters, radio; £585.—Central Garage, Tel. Croydon 7464. (6564)

**1938** Packard 8-cyl. drop head fourseater coupe, black with brown leather, mileage 27,000, condition immaculate.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. (6254)

**57 hp (V12)** 1949 Packard saloon, with division, late property of famous nobleman, only run 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. (6606)

**395 gns.**—Packard 8 1937 model 34hp 2.4-seater convertible coupe, gunmetal, grey leather, radio, heater, unworn tyres, very carefully used, exceptional condition; terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (6715)

## Packard Cars Wanted

**CASH** immediately for good Packard.—H. F. Edwards, 28, Upper High St., Epsom 9400. (6765)

**ROWLAND SMITH'S**, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0981)

**7 SEATERS** private limousines required, cash waiting. A. L. & Saunders, Providence Court, Grosvenor Square, Mayfair-2841. (3047)

**JOE THOMPSON (MOTORS), Ltd.**, Packard specialists, 97, Fulham Rd. (next door to Michelin), S. Kensington. Kensington 4858. (9834)

## Packard Spares and Service

**LEONARD WILLIAMS & CO. (1940) Ltd.**, sole Packard concessionaires, Great West Rd. Brentford, Middlesex. Tel. Ealing 3400. (0292)

**JOE THOMPSON (MOTORS), Ltd.**, Packard specialists, 97, Fulham Rd. (next door to Michelin), S. Kensington. Kensington 4858. (4331A)

## PONTIAC

**1939** Pontiac 6 saloon, excellent condition.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. (6607)

**1939** Pontiac drop head coupe, maroon, steering column gear change, bargain; £375.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. barracks), N.W.1. Tel. Euston 6507 and 1520. (5225)

## RACING CARS

THE following cars, property of the late St. John Horsfall, are now for disposal:

2-litre Speed Model Aston Martin, 2nd in class at Spa, 1949.

3-litre Speed Model Aston Martin, 1st in Belgian Grand Prix, 1946, also many pre-war successes; this car at present dismantled for rebuild.

NUMEROUS spares for both cars.—Available for inspection at W. J. Coe, Ltd., Crown St., Ipswich, Ipswich 3535.

MIDGET cars.—A number of speedway cars will be available for this season; for particulars write to—Box 1776. [6962]

COOPERS GARAGE (SURREYTON), Ltd., of Surreyton, Tel. Elm, 3546, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [6962]

A MILCAR 6-cyl. V. J. Hern offers his well-known ex-Finch sports-cum-racing car for sale, car maintained by Owen Finch, just checked over by him and ready for next season's competitions, full sports and racing equipment, whole in superb order; nearest offer to £750; consider exchange modern saloon.—Hern, South Croxson Motors, 444/6 S. Brighton Rd., South Croxson, Uplands 8629. [2904]

DENNIS POORE offers the ex-Fairman Bugatti 4,000cc supercharged type 35c after extensive engine overhaul, including new crankcase, pistons and cylinder liners; £525; opportunity to acquire reliable racing car reasonably, or alternatively road equipment can be fitted to this model.—Apply 17, Rutland Gate, S.W.7. Kensington 26495. [6495]

A LFA-ROMEO Formula 1 3½-litre, 8 carburetors, superchargers replaceable overnight for sprint and Formula Libre events, offered complete with spares, equipment and quantity of tyres, ready to race; owing to other commitments, owner will accept first reasonable offer.—Rolt, Mythenurst, Leigh, Surrey, Tel. (daytime) Redhill 2735-6. [6495]

## RANTON

£395.—1938 Ralston 17hp sports saloon, black, clean condition, excellent performance, new tyres. [6958]

BRAY MOTORS, 180-184, West End Lane, N.W.6, Hampstead 8490.

2095 gns.—Ralston (Oct., 1936) 29hp straight 6 four-door coupe, black, leather, leather upholstery, carefully used, excellent condition; terms, exchange. Rowland Smith, below. [6716]

245 gns.—Ralston 1937 model 29hp, straight 6, 4-door, black, sliding head, brown leather, very good condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6716]

1946.—1936 28hp saloons and coupes, free replacements; fair prices; square dealing; overhauls, painting, test repairs; exchanges, purchases, easy terms.—Guaranteed Cars (proprietor Major J. P. S. Barber), 65 Linden Gdns. W.2, Baywater 6753, Works: Brighton 1652. [5814]

## Ralston Cars Wanted

CASH immediately for good Ralston.—H. F. Edwards, 154, Gt. Titchfield St., W.1, Langham 6012. [6751]

## RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3, Acton 4658.

WEMBLEY COURT MOTORS offer:—

1939 Renault 17hp saloon, black, leather upholstery in first class condition throughout, exceptional bargain; £295.—High Rd., Wembley, Arnold 5221-2. [2749]

RENAULT 12hp saloon (1940) overhauled, all receipts, good condition; £275.—Worthing 6123. [6489]

RENAULTS.—The following cars, with others, carry our usual guarantee service. Estab. 1909.

RENAULT 8hp saloon, 1940, reconditioned; £325. [6350]

RENAULT 1939 26hp 6-seater saloon, fine hire car; £350. [6126]

WELHAM'S RENAULT SALES & SERVICE, Surreyton Hill Rd., Surreyton, Elmbridge 1873. [6126]

£125!!—Yes, it's true; £125. 1938 (registered 1942) Renault 18 Big Four L.h.d. saloon, unrepeatable bargain; fine chrome security.

BRAY MOTORS, 180-184, West End Lane, N.W.6, Hampstead 6490. [6955]

1949 (April) Renault 8hp 4-door de luxe saloon, grey, blue leather, genuine 3,000 miles, as new; £395. B.M.T.A. consent.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [5668]

## Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [6962]

WELHAM'S RENAULT SALES SERVICE purchase all models.—Surreyton Hill Rd., Surreyton, Elmbridge 1873. [6127]

## RILEY

BROWNS for Riley.

1948 series Riley 2½-litre sports saloon de luxe, H.M.V. push-button radio, trickle charger and heater, immaculate condition, low mileage; £1,185; 3 months' guarantee.—Brown's Garage, Loughborough (Essex) 4119 (tube). [5717]

TOM GARNER, Ltd., offer:—

1949 Series Riley 1½-litre saloon, black with brown leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9285-6. [6311]

A. E. PALMER MOTORS offer

1936 Riley 1½-litre Kestrel; £295.

1935 Riley 9 Kestrel (twin carb.); £250.

1934 Riley 9 Monaco (manual gear); £145.

ALL the above cars are in excellent condition and ready for immediate use; easy purchase terms arranged; your inspection invited at

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton A. 1426, every day except Sunday

1936 Riley Adelphi, excellent condition; £300.—Corbett & Taylor, 22, Conduit Mews, W.2, Amb. 6949. [6563]

PHILIP RICKARDS, Ltd., offer:—

1948 2½-litre Riley saloon, black, 5,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [6522]

CLANFIELD LAWRENCE offers:

1938 Riley 9 saloon, black, exceptional condition throughout; £385.—407, High Rd., N.12, Finchley 0091. [6116]

WARWICK WRIGHT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, fawn cloth, 7,000 miles; £1,495.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. [6683]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 (Jan.) Riley 2½-litre saloon, latest type, 700 hp engine, 5,000 miles, as new; £1,395.—Portsmouth Rd., Thames Ditton, Esherbrook 4343. [6861]

RILEY 2½-litre saloon (May) 1947, finished in black, sound throughout; £950.

CLAYBOURN'S "The Car People," Hallgate, Doncaster.—Tel. Doncaster 3414. [6248]

SUSSEX specialists for reconditioned Riley cars: repairs spares.—Lewis Motors, Ltd., Lewes. [6248]

GORDON CARS (LONDON), Ltd.—1948 Riley 1½-litre saloon, black, fawn cloth, 10,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 (Nov.) Riley 2½-litre saloon, black, fawn cloth, 1,500 miles only, H.M.V. radio, new condition. Gordon House, 775, Euston Road, N.W.1. Euston 6611. [6650]

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348.

1937 Riley 9 saloon, excellent bodywork, etc.; £325.—Abington Arms Garage, High Street, Thame, Oxon. [4718]

RILEY Imp sports 2-seater, outstanding condition, performance, appearance; £335; terms, exchange.—Primrose 2647. [6961]

PERFORMANCE CARS, of 21, Daleham Mews, Bayswater Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1937 1½-litre Falcon saloon, £265; 2 1934 Monaco 9's, £120 and £195; 1933 Monaco 3, £70; 1933 Ascot 9 drop head, £125; 1933 Gamecock, £160; 1931 Riley 9 Mark IV tourer, £60; exchanges, terms; all spares stocked. [6527]

IMP Riley 9, 1935, Laystall reconditioned throughout, new batteries, black and red, a perfect specimen of this rare car; £325.

DERINGTON, 159, London Rd., Kingston 5621-2. [6689]

RILEY Kestrel special series 1935 12hp 6-cyl grey saloon, red leather, 4 new tyres, recolloused, overhauled; £375.—Box 1602. [5918]

1939 Riley 1½-litre saloon, perfect, guaranteed; £425, payments.—Vaughan, 17, Astwood Mews, S.W.7. Put. 3218. [6921]

RILEY 18 Adelphi saloon, 1936, sound condition, brakes relined, stub axles re-bushed; £200, or near offer.—29, Whitaker Rd., Derby. [6493]

5000 miles.—1949 (Nov., '48) Riley 2½-litre saloon, black, leather, and enquiries only please).—Ernest Sutton, Cleeve Hill (Glos.) 95. [5878]

1936 October, Riley 12 Merlin saloon, preselector, sliding roof, green, very attractive, excellent condition; £365.—21, Leicester Rd., Croydon, 16494. [6494]

1948 Riley 2½-litre, cream, green interior, fawn upholstery, radio, demister, car in shr. room Circular Rd., condition, 9,800 miles, just decocked; £1,400.—H. Pepper, Salvington Lts., Worthing. [6783]

1946 (Sept.) Riley 1½-litre saloon, cream and black, brown leather, a very attractive car; £325.—Bell's Service Station, 144, London Rd., Kingston-on-Thames, Kingston 1185. [6920]

225 gns.—Riley 9 1935 model Kestrel 4-door saloon, black, green wheels, sliding head, leather upholstery, excellent condition; terms, exchange.—Rowland Smith, below. [6350]

345 gns.—Riley Imp 1935 9hp super sports 2-seater, black, red leather, preselector, 2 spare wheels, good tyre, sound condition; terms, exchange.—Rowland Smith, below. [6350]

895 gns.—Riley 1947 (reg. Feb., 1948) 1½-litre shooting brake, 4-door, 5-seater, coachbuilt natural timber body, wings and bonnet finished in tone fawn, glass all round, drop tailboard, 12 sq ft interior luggage space, small mileage, very carefully used, practically new condition; terms, exchange.—Rowland Smith, below. [6350]

175 gns.—Riley 14 1933 Kestrel 4-door saloon, black, red wheels, sliding head, leather upholstery, excellent condition; terms, exchange.—Rowland Smith, below. [6350]

265 gns.—Riley 15/6 1936 model 4-door Falcon saloon, black, sliding head, blue leather, preselector, excellent condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6717]

1948 (April) 2½-litre, black and grey, red trimming, one owner, immaculate condition, 11,000 miles genuine; £1,245.—Rex Neate, Shamhurst, Lane, Botley, S'ton, Tel. Botley 132. [6877]

1937 1½-litre Riley Continental touring saloon, finished suede green, red leather, engine recently overhauled, whole car in new condition throughout.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4, Hendon 2146. [5204]

£295.—Genuine bargain offer of a 1937 Riley Adelphi saloon in really outstanding mechanical order, with and excellent Dunlop tyres, twin Lucas headlights and other extras. Late property of real Riley enthusiast whose sole reason for sale is the arrival of a long awaited new car of same make. Fully guaranteed on as low as £197, any test or trial by A.A. R.A.C. or other qualified engineer would be welcomed. Write, call or phone.

£785.—Riley 1½-litre saloon 1946, finished immaculately in maroon cellulose with red leather. Whole car in very beautiful condition. Late property of county newspaper proprietor, other cars kept in establishment, engine scrupulously maintained since new by expert staff. Fitted H.M.V. Radiomobile of very finest quality. Hire purchase can be arranged if required on as low as £197, any test or trial by A.A. R.A.C. or other qualified engineer would be welcomed. Write, call or phone.

C. LAMBE, 2581 & 3115. See our full page advert in this issue. Write for 18-page post free stock list of over 250 fully guaranteed used cars. Part exchanges. [6465]

## RILEY

1948 Riley 1½-litre chassis, complete with scuttle and screen, wings, etc., ready to drive away registered 1948 but never completed, mileage 500, ideal for special body or utility; best offer accepted.

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton A. 1426. [6978]

£225 or by instalments, Riley 12hp 4 cyl. stream-lined Kestrel, 4-door saloon, 1935, 3 months' written guarantee, £225.—Stuart Wilton, 333, Finchley Rd., London, N.W.3, Hampstead 8532. [6168]

1938 Riley 16 B 4 saloon with overdrive, faultless mechanically, immaculate unmarked appearance, a connoisseur's car; £600.—B. & H. Motors, Bignell's Corner, South Mimms, Herts. South Mimms 2231-2. [6598]

1948 (Sept.) Riley 1½-litre saloon, black all-green leather, 7,000 miles, as new, £1,063; 1947 (Jan.) Riley 1½-litre saloon, black red leather, 13,000 miles, perfect, £900; 1947 (April) Riley 2½-litre saloon, black, green leather, 12,000 miles, as new, £1,060.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [5668]

## Riley Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [6069]

R. ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [6968]

POST-WAR Riley required; cash payment.—Morley 54, Streatham Hill, S.W.2. Tulse Hill 4488. [6064]

URGENTLY required, good pre-war Riley—Hatfield 154, Gt. Titchfield St., W.1, Langham 6012. [6754]

BLAKES, Riley distributors will purchase any model, any condition, Riley car.—110, Bold St., Liverpool. [7735]

JACK ROSE, Ltd., require low mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8. [7672]

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BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—R. Castelnau, Barnes, S.W.13. Riverside 4444. By Hammermith Bridge. [6147]

PERFORMANCE CARS, 21, Daleham Mews, N.W.3 (Ham. 8707).—Service, spares, repairs, tuning. [9451]

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [6248]

RILEY service station; comprehensive stock of spares.—J. James (London), Ltd., Carver's Lane, Highgate Rd., N.W.5, Gul. 5446. [6062]

WARD & Co. (PUTNEY), Ltd., coach and mechanical repairs, quick and efficient service.—38, Felsham Rd., Putney, S.W.15. Put. 5731-2-3. [6089]

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H. R. OWEN, Ltd.,

LONDON'S leading retailers of Rolls-Royce and Bentley cars, offer the following from their carefully selected stock:—

ROLLS-ROYCE Silver Wraith razor edge sports saloon by Freestone and Webb, Ref. H.3511. [6147]

ROLLS-ROYCE Wraith saloon with division by Park Ward, Ref. H.3703.

ROLLS-ROYCE 20/25 saloon with division by Cockburn, Ref. H.1529.

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ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

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17, Berkeley St., London, W.1. Mayfair 2933 (6 lines).

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ROLLS-ROYCE Silver Wraith sedan de ville by H. J. Mulliner. Ref. H.3120.

ROLLS-ROYCE Phantom II sedan de ville by Barker. Ref. H.3450.

ROLLS-ROYCE Wraith special 4-door sports saloon by Gurney Nutting. Ref. H.3715.

ROLLS-ROYCE 25/30 limousine by Thrupp and Maberly. Ref. H.3402.

ROLLS-ROYCE 25/30 drop head coupe by Park Ward. Ref. H.3131.

ROLLS-ROYCE 20/25 saloon by Park Ward. Ref. H.2874.

ROLLS-ROYCE 20/25 sports saloon by Barker. Ref. H.3722.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

H. OFFMANN'S of Halifax.

PROUD members of the Swain Group.

OFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire, Tel. Halifax 3444 (4 lines). [6357]

1926 30hp Rolls-Royce open tourer, small mileage, excellent condition; £475.—Allen, Stowford Lodge, Ivybridge, Devon [5547]



## ROLLS-ROYCE

**JACK BARCLAY, LIMITED.**

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock list of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0065]

**CAR MART, Ltd.**

1938 Rolls-Royce 25/30hp 7-seater limousine by Thrupp & Maberly, 21,000 miles; £1,975.  
1937 Rolls-Royce 25/30hp 4-light saloon by H. J. Mulliner, 41,000 miles; £1,975.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6810]

**J. DAVY offers:—**

UGUST, 1935 Rolls-Royce sedan by Hooper, chassis A No. G.O.H.53, black with black leather front compartment, cloth rear, swept back with luggage platform, 5-seater with division, one owner, one chauffeur Rolls maintained, hardly used during last 4 or 5 years; £1,275.—J. Davy Car Sales, 9, Logan Place, Earl's Court, W.8. Western 6495. [6438]  
**PADDON BROS., Ltd.**

ROLLS-ROYCE specialists 40 years.

PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

60, Cheval Place, London, S.W.7. Kensington 9477. [0097]

**R. C. MORTLAKE offers:—**

1934 25hp Rolls-Royce 7-passenger enclosed drive limousine, black, forward seats, discs, extremely fine upholstery, first registered 1948.  
1935 20/25 Rolls-Royce streamlined Barker 7-seater limousine, black, large face-forward seats, one private owner, superlative order.—E.53, Kensal Rd., W.10. Ladbroke 3155. [6247]

**TOM GARNER, Ltd., offer:—**

1948 Rolls-Royce Silver Wraith Hooper touring limousine, black with brown hide, 9,000 miles.  
1939 Rolls-Royce Wraith Park Ward 7-passenger limousine, black, leather front, cloth rear, face forward seats, 12,000 miles.  
**TOM GARNER, Ltd.,** 10-12, Peter St., Manchester 2. Blackfriars 9265-6. [6312]

**JACK OLDING OF MAYFAIR.**

OFFICIAL Rolls-Royce and Bentley retailers.

**OFFER:—**

SILVER Wraith owner-driver saloon by Park Ward, finished black with maroon leather upholstery, small mileage, first registered 1948.  
PHANTOM III saloon with division by H. J. Mulliner, with face sideways seats, black with grey upholstery, first registered 1937.  
PHANTOM III owner-driver razor-edge sports saloon with division by H. J. Mulliner, finished black with blue leather to front and grey cloth to rear, mileage 35,000, all modifications carried out, first registered Oct., 1937.  
25-30 close-coupled semi-razor-edge sports saloon by Thrupp & Maberly, finished in dark green and black with dark green leather upholstery, moderate mileage, first registered May, 1938.  
**UDLEY HOUSE,**

**NORTH AUDLEY ST., W.1.**

**MAYFAIR 5242-3-4.** [6392]

**HAROLD RADFORD & Co., Ltd.**

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1938 (April) 25/30 Rolls-Royce limousine by Park Ward; speedometer reading 23,390, black, brown leather and cloth upholstery, in immaculate condition throughout.

**HAROLD RADFORD & Co., Ltd.** Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines) [4522]

**GEORGE NEWMAN & Co. offer:—**

1934 Rolls-Royce Ph. II, short chassis, foursome drop head coupe, riding control, radio, excellent condition; £850.

**ANY trial and examination at:**

369, Euston Rd., London, N.W.1. Tel Euston 3466. [6450]

**MASCOT MOTORS, Ltd., offer the following:—**

1936 25hp Windover limousine, one private owner.

1935 25hp Tickford openable 4-light saloon.

1935 40/50hp T. and M. Continental sports saloon.

1934 25hp T. and M. sports saloon.

(Oct.) 25hp Park Ward 4-some drophead coupe.

1930 25hp Hooper limousine in leather.

1929 (Nov.) 20hp Windover 4-some drop head coupe.

1928 (Nov.) 20hp Park Ward 4 light saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

**MASCOT MOTORS, Ltd.,** 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [6227]

ROLLS-ROYCE 25hp, reg. Nov., 1935, Barker saloon, perfect condition, one owner, mileage 30,000; £1,500; no dealers.—Box 1710. [6328]

WRAITH 1939 Hooper Deluxe partitioned 30hp limousine, electric partition, widest occasional, black, six wheels, discs, mileage negligible, delightful condition. Below

SPORTSALON magnificent Phantom III owner-driver, partition, capacious boot, most desirable Hooper Coachwork produced, unquestionable condition. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [6427]

## ROLLS-ROYCE

**RIPPON.**

**RIPPON.**

**RIPPON BROS., Ltd.,**

NORTHERN Rolls-Royce Specialists since 1905

1938 Phantom III sports limousine by Hooper.

1940 Wraith limousine by Rippon, 7-seater, face forward occasional chairs.

1939 Wraith sports saloon by Park Ward.

1937 30hp touring limousine by Rippon, 25,000 mls. only.

1936 23hp 4-door sports saloon by H. J. Mulliner.

1932 25hp 4-door sports saloon, reconditioned thoroughly.

YOU can buy with confidence from

**RIPPON BROS., Ltd.** Huddersfield 6340 (5 lines). [0905]

**CHARLES FOLLETT, Ltd.,** accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1947 Silver Wraith sedan de ville, by H. J. Mulliner, black and grey, it really nice mileage 14,950, car in new condition throughout; £4,500.

18, Berkeley St., W.1. May. 6266.

**SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6559]**

ROLLS-ROYCE Phantom III, bodywork by Park Ward, 7-seater limousine in immaculate condition throughout; £1,550.—Whittle, Hishley, Mr. Kidderminster. [4447]

FOR sale, 25-30hp 1939 model Rolls, owner or chauffeur driven, saloon, total mileage 15,000; stored during war, in absolutely perfect condition; colour dark blue.—Apply Box 1560. [5588]

1930 Rolls-Royce Phantom II sedan de ville, two discs, tyres excellent; £725.—44, Dale View Ave., Chingford, E.4. Sil. 1817. [6045]

**ARCHIE SIMONS & Co., Ltd.—**1931 Rolls-Royce 25hp 7-passenger limousine by H. J. Mulliner, leather throughout, face forward seats; £850.—94, Gt. Portland St., W.1. Lan. 1343. [6292]

1932 Rolls-Royce 25hp 7-seater limousine, absolutely unmarked inside and out; £625.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6916]

1939 Rolls-Royce Wraith 7-passenger limousine by Park Ward, 16,000 miles only, condition as new throughout, available immediately.—Grose, Northampton. Tel. 2111. [5817]

ROLLS-ROYCE Silver Wraith limousine by Park Ward, 4,800 miles, just out of covenant, cost £6,400; offers.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1709, 1935.

**BARTLETT.—**Rolls-Royce 1937 25/30 owner-driver limousine, speedometer 18,000 only, probably best condition car of this date available; £1,700.—27a, Pembroke Villas, W.11. Bayswater 0523. [5092]

1934 Rolls-Royce Phantom II seven-passenger limousine by Hooper, 25,000 miles only, condition; £875.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 5101. [6237]

1933½ Rolls-Royce 25hp Hooper limousine, all-leather, just refinished, 5 months' written guarantee; h.p. terms; £975.—Rogers Garage, 72, Chiswick High Rd., W.4. Chiswick 4815-6. [5569]

ROLLS-ROYCE 20/25 1936 GBK.22 Hooper sports saloon with division, total mileage 54,000, in excellent condition throughout; £1,450.—Whitcomb & Oldham, Ltd., Lewisham Garage, High St., West Bromwich. [5554]

1930 (Sept.) Phantom II Rolls-Royce 7-seater landaulette by Hooper, 2 owners since new, 60,000 original condition; £650 or near offer.—L.M. Motors, Ltd., 101, Brighton Rd., Coudon, Surrey, Tel. Uplands 4841. [6850]

1935 Rolls-Royce Phantom Two Thrupp & Maberly box owner driver saloon, 25,000 miles only, extremely sound condition; £995.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [5566]

ROLLS-ROYCE saloon, Park Ward body with division, recent £500 overhaul, really nice hire car.—Parliament Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526: Works and Service Station: Mare St., Hackney, E.8. [6862]

**£695.—**1936 Rolls-Royce Replica 40-50, stored 10 years, beautiful modern body fitted 1938 at a cost of £800; exchanges.—Great Western Motors, Ltd., 6-8, Bishopbridge Rd., W.2 (Paddington Station), Ambassador 1061-2. [5586]

1935 (registered) Rolls-Royce 25hp with close coupled saloon body by Rannlah, fitted ride control and automatic lubrication, mileage only 44,000, immaculate; price £1,500.—Jenners Garages, Ltd., Birchington. Tel. 55. [5467]

1937 Phantom III close coupled Barker sports saloon with drop division, regularly serviced by Rolls-Royce, immaculate condition, extremely smart; £1,475.—Sidner, Marzani, Ltd., 33, Sloane St., S.W. Tel. Sloane 3577, 6970. [4208]

1937 Rolls-Royce Phantom III with Mulliner sports saloon with division and extra seat, car of outstanding appearance and condition, winner of numerous concours.—For further particulars apply Grose, Ltd., Northampton. Tel. 2111. [5818]

ROLLS-ROYCE Silver Wraith semi-razor edge saloon by Hooper, black with beige leather upholstery, registered June 1947, 15,000 miles, chauffeur driven throughout, condition immaculate, all windows and driver's partition electrically operated, sunshine roof in front.—Apply Box 1657. [6243]

**795 gns.—**Rolls-Royce 1933 20/25hp Park Ward 4-door owner driver saloon, black, sliding head, green leather, unworn tyres, very carefully used, exceptional condition, terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6718]

ROLLS-ROYCE 1935 owner-driver 25hp sports saloon, 25,000 miles, first registered 1939, taxed £10, the condition of this car is guaranteed to be perfect throughout including tyres, fitted heater, radio set; price £1,450; owner will accept smaller car in part exchange.—A. H. Gold & Sons, Welwyn, Herts. Codicote 227. [6944]

## ROLLS-ROYCE

**A & S** Offer Britain's finest selection ROLL-ROYCE LIMOUSINES.

**£895** Limousine 1933/25hp Hooper, partition, forward occasional, leather, private, black, immaculate, ready service.

**£920** partition, 7-forward, selected carriages, black, opportunity.

**L** 1935/25hp (ride control) Rippon, partition, bench occasional, black, irreproachable condition; £1,190.

**L** 1936/25hp Windover, partition, wide occasional, superb, black, swept-tail; £1,290. Private.

**L** 1936/30hp Barker, Windover, partition, 7-forward, exceptional private carriages; from £1,385.

**L** 1937/1938 Windover, Hooper (30hp) 7 forward, partition, black, immaculate, magnificent carriages; selection, £1,420.

**W** 1939 Hooper Deluxe partitioned 30hp Limousine, electric partition, widest occasional, black, six wheels, discs, mileage negligible, delightful condition, lavishly equipped.

**PHANTOM II** Limousine: 1934/1935 Hooper, Barker, Windover, 1946-condition, black, bench occasional, private carriages, genuine 53,000.

**PHANTOM III** Partitioned 1937 Barker swept back 29,000, magnificent throughout. Seen:—

**ALPE & SAUNDERS** always purchase Rolls-Royce, 25 selected Limousines displayed, descriptions posted. Seen:—Providence Court, Grosvenor Square, 2941-Mayfair. [6429]

**1934** Rolls-Royce 20/25 limousine by Barker; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6808]

**L** 1935/1939 20-25hp & 25-30hp roomy 7/11 seater, small mileage, from 1,000 guineas.—Luton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [5624]

**25/30** Rolls-Royce 7-passenger limousine by Thrupp & Maberly, first registered 1/11/36, with face-forward occasional seats; finished in black with black leather in front and fawn cloth to rear; this car has been privately owned since new, and has been serviced by Messrs. Rolls-Royce, Ltd.

**ARTHUR MULLINER, Ltd.** Bridge St., Northampton. Tel. 907. [4752]

## Rolls-Royce Cars Wanted

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**ROVER 10**  
**1940** Rover 10 black saloon; £595; recently renovated bodywork, regular mechanical overhauls at makers, one owner; view London, no dealers.—Box 1655.

**195** gns.—Rover 10 1936 4-door saloon, grey, blue leather, good tyres; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6734]

**ROVER 12**  
**DICKS CAR SALES** offer:—  
**1939** Rover 12 saloon, recent new engine and re-spray; £525.  
**DICKS CAR SALES, Ltd.**, 399-401, High Rd., Kilburn, Maida Vale 6886-9. [6771]

**WEMBLEY COURT MOTORS** offer:—  
**1936** Rover 12 4-door saloon, black, in very good condition throughout, any trial; £250.—High Rd., Wembley, Arnold 5221-2. [1688]

**1946** Rover 12 saloon, low mileage, exceptional condition; £900.—Shepherds Bush 6572.—Box 1692. [6260]

**1939** Rover 12hp de luxe saloon, black/brown leather, one owner, in superb order, a real specimen; £585.  
**W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames. Kingston 2241. [5637]

**£825** 111—Rover 10 saloon, 1946-7, black, brown leather, whole car like brand new, nominal mileage only, written guarantee.—See below.  
**CAMDEN MOTORS**—Rover. See our full-page advertisement in this issue.

**CAMDEN MOTORS**—Rover, for an unrivalled selection of over 50 first-class fully guaranteed used models of all h.v. Rovers.  
**CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard.** Tel. 2381 and 3115. [6475]

**1936** Rover 12 sports saloon, good cond. throughout, privately owned; £325.—Gordon Wooderson, 48a Drewstead Rd., S.W.16. Streatham 8636. [6458]

**R. S. MEAD** offers 1947 Rover 12 saloon, one owner, black, new tyres fitted, indistinguishable from new; £885.—Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [6531]

**1939** Rover 12hp 6-light saloon, black with brown leather, in excellent condition, good tyres, taxed; £550.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [3143]

**1936** Rover 12 saloon, grey, with blue leather, in 1936 really outstanding condition; £295.—Peter Bantock Cars Sales, 104, High Rd., Chiswick, W.4. Tel. Chiswick 2725. [5068]

**ROVER 14**  
**1939** Rover 14 de luxe saloon, radio, guaranteed; £485; payments.—Oldfield, 4, Russell Gdns, Mews, Kensington. Park 7780. [6668]

**£525**—Literally the finest 1939 Rover 14 sports saloon offered, has been mistaken for 1947 model, bodywork, interior excellent, mechanical 100%, 3 months' guarantee; hire purchase; exchange.  
**LAMBS OF WOOD GREEN, Caxton Rd., N.22, Bowes Park 4144, 4297.** [6686]

**1936** (May) Rover 14 de luxe saloon, blue and black, with blue leather, very attractive car of immaculate appearance, most pleasing performance, written guarantee; £285; terms, exchange.—H. P. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [6743]

**ROVER 14**—to 5-seater sunshine saloon, only one most particular private owner since new and maintained in a really exceptional condition in every way; and positively 100% perfect down to the smallest detail: 1935 sportsman's 6-window, very clean, highly polished, superb black, all chrome like new, very clean brown leather interior and clean carpets, the performance is definitely everything that can be desired by the most exacting motorists; practical trained engine, the engine transmission and gears are silent at all speeds, the steering finger tip self centring, the brakes evenly balanced and positively safe at all speeds, over 27mpg petrol, oil negligible, and from 7 to 70 on top gear; the engine shows 40lb oil pressure all day; the car is most attractive and thoroughly reliable and would not fail to please the very particular exacting lady or gentleman; a requiring a superior quality car, genuine sale; £230; coupons not drawn, 7 saloons in tank; 300 miles trial and delivery arranged; also photo to genuine enquirer; an honest car with years of trouble-free motoring at the very minimum of cost.—1, Bentley Rd Manchester, 21, Tel. Chorlton 1288. [6777]

**ROVER 16**  
**CAR MART, Ltd.**  
**1939** Rover 16 4-light saloon, 39,000 miles; £695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6811]

**J. DAVY** offers:—  
**1938** Rover 16 6-light saloon, grey with blue leather upholstery, 44,000 miles, exceptional and original condition; £650.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [6435]

**HAROLD RADFORD & Co. Ltd.**  
**1947** (July) Rover 16 6-light saloon, green, 6,400 miles, heater and demister, as new throughout.  
**HAROLD RADFORD & Co. Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines).** [5725]

**1938** Rover 16hp sports saloon, black with green interior, exceptional condition throughout; £485.  
**JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7, North 4441.** [6695]

**1947** Rover 16 6-light de luxe saloon, in black, brown hide upholstery, with radio, exceptionally clean inside and out, owner purchased 75 saloon, accept £1,035.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey. Wallington 6677-8. [14241]

**ROVER 20**  
**1938** Rover 20 sportsman's saloon, one owner, guaranteed; £465; payments.—Oldfield, 4, Russell Gdns, Mews, Kensington. Park 7780. [6689]

**WARWICK WRIGHT, Ltd., offer:—**  
**1948** Rover 75 sports saloon, maroon, red leather, 6,000 miles; £1,525.  
**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761.** [6684]

**1948** Rover 60 sports saloon, green, immaculate condition; mileage 15,719; new tyres; £1,295.—Jennens Bros. Motors, Ltd., Sutton Coldfield. [6486]

**1948** Rover 75 model saloon, black, green leather upholstery, 8,000 miles, one owner, as new.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [5156]

**ROVER MISCELLANEOUS**  
**HENLYS, Ltd.,**  
**ENGLAND'S Largest Rover Distributors.**  
**SELECTION** of all models at attractive prices.  
**DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).**  
**HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).**  
**DEPOTS at:—**  
**MANCHESTER (Blackfriars 7843).**  
**BRISTOL (Bristol 21326).**  
**BOURNEMOUTH (Bournemouth 6314).**  
**NORTHAMPTON (Northampton 907).**  
**CAMBERLEY (Camberley 77).**  
**STREATHAM (Streatham 7751).**  
**HOUNSLOW (Hounslow 3454).**  
**PINCHLEY (Pinchley 0081).**  
**GREAT WEST RD. (Ealing 3477).**  
**CAMDEN TOWN SERVICE STATION (Gulliver 4141).**  
**HENLYS, Ltd., England's Leading Motor Agents.** [0029]

**TICKFORD, Ltd., offer:—**  
**1948** 75 Rover 6-light sal., 11,000 miles, black, red leather, ex. cond.  
**1948** 60 Rover sports sal., 6,000 miles, black, grey leather.  
**1947** (Jly.) 16 Rover sports sal., 3,000 miles, black, fawn int.  
**1946** 14 Rover 6-light sal., 12,000 miles, black, brown leather, radio, many extras, ex. cond.  
**(Oct.)** - Rover 6-light sal., 11,000 miles, black, brown leather, ex. cond.  
**8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338.** [6342]

**TOM GARNER, Ltd., offer:—**  
**1947** (Dec) Rover 12hp saloon, grey with blue leather, 10,000 miles.  
**1948** Rover 60 saloon, black with red leather, H.M.V. radio, 8,000 miles.  
**TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6.** [6313]

**GORDON CARS (LONDON), Ltd.—1949 (Jan.) Rover 75 saloon, maroon, 4,000 miles.—Below.**  
**GORDON CARS (LONDON), Ltd.—1946 Rover 10 saloon, black, brown leather, nominal mileage.—Gordon House, 373, Euston Road, N.W.1. Euston 6611.** [6651]

**BEARTS** of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3548.  
**ROVER 1947 (October) 12hp 4-light saloon, grey with blue interior, genuine 12,000 miles, interior heater, almost as new throughout; £1,175.**  
**ROVER 16hp December 1947 6-light saloon, black with brown leather, export model, genuine 10,000 miles, upholstery as new; £1,335.—Robbins, East Putney, Tel. 4581.** [7002]

**ORDER** your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningsham Lane, Bradford. Tel. 28627-8. [0213]

**1940** Rover 6-light dark blue saloon, 37,000 miles with one owner, perfect condition, recently overhauled; £600.—Nixon, Hopes Carr, Stockport, Tel. 2657 Stockport. [6842]

**ARNOLD G. WILSON, Ltd.,** always have available a selection of used Rover cars, all models in exceptional condition; call write or phone; part exchange terms, our well-equipped service station is backed by a complete spares department.  
**ARNOLD G. WILSON, Ltd., 232 Harrogate Rd., Leeds 7, Tel. 41014-5.** [0080]

**Rover Cars Wanted**  
**THE CAR MART, Ltd.,** wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971]

**HENLYS, Ltd.,**  
**ENGLAND'S Largest Rover Distributors.**  
**DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).**  
**HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).**  
**GREAT WEST RD. (Ealing 3477).**  
**CAMDEN TOWN SERVICE STATION (Gulliver 4141).**  
**HENLYS, Ltd., England's Leading Motor Agents.** [0030]

**ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.** [0986]

**URGENTLY required, road pre-war Rover.—Hatfield 154, Gt. Titchfield St. W.1. Lancham 0012. [6755]**

**COOMBS & SONS (GUILDFORD), Ltd.**  
**URGENTLY** wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Road, Guildford. Tel. 62907. [6136]

**WANTED, post-war Rovers, all models.—Send details to:—**  
**ARNOLD G. WILSON, Ltd., 232 Harrogate Rd., Leeds 7, Tel. 41014-5.** [0021]

**JACK OLDING, Ltd., 8-10, North Audley St., W.1.** Rover retailers, require cars in first-class condition. Mayfair 9242. [6598]

**DROPEHEAD** Rover 14/16/20, can offer superb 1947/48 Rover 16 sports saloon.—Captain Bridge, Bovingdon Green, Marlow. [6259]

**ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking, Tel. Rippleway 1285.** [10464]

**BLAKES, Rover agents, will purchase any non-Covenant Rover Car.—10, Bold St., Liverpool, 1, Tel. Royal 6622.** [7736]

**JACK ROSE, Ltd., require low mileage Rover cars.—7 Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8.** [0464]

**URGENTLY** wanted, good condition Rover cars.—Brown's Garage, 3 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2441]

**DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire, Chorley, very large spares stocks available.—76, Deansgate, Manchester. Tel. Deansgate 5455.** [0554]

**RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).** [5843]

**Rover Spares and Service**  
**SOUTHAMPTON, Tel. 2313.** Rover spares and repairs.—South Western Garage, Marsh Lane, Southampton. [2792]

**R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares. 321, Romford Rd., Forest Gate, E.7. Maryland 4618-9. [0408]**

**R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Cal. 1681.** [0368]

**DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire, very large spares stocks available.—Cheetham Hill Rd., Manchester, 8, Tel. Blackfriars 2302.** [0555]

**SINGER**  
**CAR MART, Ltd.**  
**1948** Singer Super 10 saloon, 3,000 miles; £725.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6812]

**TOM GARNER, Ltd., offer:—**  
**1948** Singer Super Ten saloon, maroon with red upholstery, 9,000 miles.  
**1948** Singer Super Ten saloon, black with brown upholstery, 2,000 miles only.  
**1947** Singer Super Ten saloon, black with brown leather, 6,000 miles.  
**TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6.** [6314]

**GORDON CARS (LONDON), Ltd.—1947 Singer 9 Roadster, red, 15,000 miles.—Below.**  
**GORDON CARS (LONDON), Ltd.—1947 Singer 9 Roadster, black, 15,000 miles.—Gordon House, 373, Euston Road, N.W.1. Euston 6611.** [6652]

**1948** Model Singer super 10 saloon de luxe, maroon, small mileage, as new throughout; £625.  
**KENTISH & THOMSON, Ltd., 564/56, Wickham Rd., Shirley, Croydon. Springpark 3477/8.** [8433]

**145** gns.—1937 Singer 9 saloon de luxe, black sun roof, red leather, very clean appearance, good tyres.  
**DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., London, N.15. Also Enfield. Sta. 7352. Enf. 5147.** [6933]

**SINGER 1948 saloon, 10,000 miles; £575, or near; SINGER ready to sale on return terms to trade.—F. J. Dover St. W.1. Reg. 2244.** [6240]

**SINGER 8hp coupe 1930, good condition, would exchange for any larger car or sell.—Philpott, 180, Market St., East Ham, E.6.** [6691]

**1948** Singer super ten, maroon, beautiful condition; 2615.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [6615]

**1948** Singer Super 10 saloon, maroon, radio, one owner, moderate mileage; £575.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 9401. [6379]

**1947** (July) Singer super 10 de luxe saloon, maroon, with leather upholstery, fitted radio, low mileage, superb condition; £570.—Robbins, East Putney, Tel. 4581. [7008]

**SINGER 12 saloon, 1948, maroon with fawn upholstery, small mileage, condition exceptional; £725.—Highgate Green Rd., London, N.W.11. Speedwell 0011.** [6503]

**SINGER 10 saloon, 1947, one owner, low mileage, black with brown upholstery, faultless condition; £555.—Recommended by The Singer Distributors, 140, Golders Green Rd., London, N.W.11. Speedwell 0011.** [6502]

**SINGER Le Mans 2-str. 1½-litre, special 3-carb. type S engine, small mileage, exceptional condition, ideal sportsman's car; £295.—Highly recommended by The Singer Distributors, 140, Golders Green Rd., London, N.W.11. Speedwell 0011.** [6504]

**245** gns.—Singer 9 (June, 1936) sports 4-seater, red, cream wheels, red leather, carefully used, excellent condition; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6735]

**Singer Cars Wanted**  
**ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.** [0986]

**GATEHOUSE MOTORS** are regular buyers of good clean Singer cars.  
**GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444.** [6570]

## Singer Cars Wanted

POST-WAR Singer required; cash payment—Morley, 54, Streatham Hill, S.W.2. Tulsa Hill 4488. (10846)

SPINKING (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately, recent Singers, all models.—Popegrove 1035. (1591)

RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (3129)

## Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. (10754)

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spares for 9, 10 and 12hp 1936-1949 models; A. please quote chassis number.—Department, A. Allens of Bristol, Singer Distributors, Berkeley Sq., Bristol, 8, Tel. 22514. (5489)

## SPORTS CARS

B LAKES, THE Northern Sport and RACING Car Specialists.

1935 B.M.W. Type 55 2-seater in dark blue, fitted with centre supercharger, drilled wheels, oil cooler, etc. A very unique and potent motor car with excellent weather protection and comfort; £450.

1935 Riley Sprite 2-seater in grey and red. The ex-season rally car fitted with cycle wings, imp-tube radiator, etc. Mechanically perfect with cross-flow head, 4-branch exhaust system, 4 new O.S. tyres, etc. A really super Sprite; £550.

1936 March 23, F8 2-seater, black with blue interior; 60lb oil when hot; spotlight fitted; a once tidy standard example; £270.

1932 Austin 7 Ulster airborn 2-seater repainted in maroon, 2 new tyres, spare in twin carb. installation; excellent economy sports car; £190.

1935 Lagonda Rapier with 2-str body by Eagle with slab tank; mechanically excellent, tyres and hood good; roadworthy; £375.

1935 Singer 9; the ex-Barnes ex-Leaper T.T. long-tailed car; winner of the 1948 Leinster Trophy; with many spares for both road and racing; Dunlop racing tyres; suitable for competitions and fast road work; £255.

J. BLAKE & Co., Ltd., 110 Bold St., Liverpool

ROYAL 6622, 'Grams Autocar, Liverpool. (6390)

B & O. MOTORS offer:—

£157—M.G. 8hp very special J2 sports 2-seater, unused for last 12 months, specially fitted with hydraulic brakes and Scintilla Vertex magneto, excellent hood, unusually fast, slab tank, fold-flat windscreen, new front apron, etc.

£138—Singer 9 open sports 4-seater, green, twin carbs, 4 speeds, fold-flat screen, swept wings, 5 in speed and rev. counter, fast, smart little car.

£105—Avon Special 8hp sports 2-seater, looks like a new Bugatti with long swept tail, excellent green paintwork, radiator stoneguard, tested over a 90 mile run, lovely quiet engine, extremely economical and ideal for enthusiast who requires really attractive little sports car that does about 55mpg but will not do 50mpg! A really sound and reliable car at a very low price.

MANY other sports cars in stock from £85; terms, exchanges, etc. & C. Motors, Early Messrs, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. (6370)

SPEEDSTERS, Ltd.—Riley Sprite 1937 2-str. as new; £550.

SPEEDSTERS, Ltd.—Talbot 105 2-str. famous Brooklands car, just rebuilt throughout, streamline body, genuine 100mph; £400.

SPEEDSTERS, Ltd.—A.C.C. the rare competition model, short chassis 4-str. reconditioned inside and out; £550.

SPEEDSTERS, Ltd., the venue of the critical buyer: Office at Old Straddles, Cross Oak Lane, Selborne, nr. Redhill, Surrey. Horley 628. 29 mins from Victoria. (6535)

WOODBAIN CARS offer:—

£255—M.G. 10hp 1937 TA model 2-seater; just overhauled, including restroke crankshaft, new hubs, all new bearings, new timing chain & sprockets, new hood and tonneau cover. What a bargain!

£159—M.G. 8hp J2 open sports 2-seater; a very fine example of this popular type; mechanically excellent.

£159—B.S.A. 10hp 1939 Scout open sports 2-seater; blue, slab tank, foldflat screen, excellent hood; mechanically excellent; fast and reliable; alleged to be a one owner car.

WOODBAIN CARS, M.G. Specialists, 6, Eton Garage, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435.

RAYMOND WAY the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds Kilburn Park Station, Bakerloo Line), MA. 6044 (10 lines). (3577)

The following cars, property of the late St. John Horsfall, are now for disposal:

2-litre Speed Model Aston Martin, 2nd in class at Spa, 1949.

2-litre Speed Model Aston Martin, 1st in Belgian Grand Prix 1946, also many pre-war successes; this car at present dismantled for rebuild.

Numerous spares for both cars.—Available for inspection at W. J. Coe, Ltd., Crown St., Ipswich Ipswich 3555. (6366)

1939 34 Jaguar 100 competition model, without doubt one of the finest specimens in the country; genuine mileage 15,000, tuned engine, numerous improvements, full particulars, photographs and price, apply—Mount Motors, Column Rd., West Kirby, Cheshire. (6255)

## SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer:—

A LFA-ROMEO fixed head coupe 2.3 supercharged, recently completely rebuilt, most attractive car in every way.

A LFA-ROMEO 17-50 supercharged Zagato 2-seater, stripped and rebuilt, Alfa red, first registered 1948.

STON MARRITT Le Mans silver chassis 2.4 2-seater, choice of two, in excellent condition.

BUGATTI type 40 special 2-3-seater, body immaculate condition, large brakes.

BUGATTI type 40 2-seater, large brakes, first-class condition throughout.

BUGATTI type 50T supercharged, twin overhead camshafts, attractive 2-seater drop head coupe body, first registered 1947 (£10 tax).

BUICK special eight streamlined saloon, first registered May, 1949, £10 tax, fawn and brown, radio, remote control gearshift, finishing indicators, etc., whole car literally indistinguishable from new.

DELAGE D.8 super sports streamlined foursome drop head coupe 4 carburetors, recently overhauled at cost of £300, black and red.

HILLMAN utility car, registered 12.12.47, grey, beautiful condition, speedometer reading 15,000.

G. (May, 1947) T.C. specially tuned by well-known racing firm at great expense, 70mph in third, black and red.

TALBOT 110 streamlined 2-seater, rebuilt at cost of nearly £1,000 this year, holder of long handicap record at 124.72mph, Brooklands, 1959, full road equipment.

CHIPSTEAD MOTORS, Ltd., the Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. (6448)

PERFORMANCE CARS, of 11, Daleham Mews, Belzise Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

BENTLEY 3-litre Red Label tourer by Vanden Plas, 1924, £155; Bentley 3-litre Blue Label 2/4-seater, 1924, £155; Bentley 3-litre Blue Label tourer by Freestone & Webb, 1924, £165; 1932 Lagonda 2-litre tourer, £225; 1946 M.G. T.C. 2-seater, £130; 1930 A.C. 4/4 foursome coupe, £425; 1932 Alvis Silver Eagle, 2/4-seater, £130; 1929 Alvis Silver Hawk tourer, £30; 1932 Alvis 14/60 utility, £65; 1925 Wolseley 10 tourer, £45; 1935 Riley 9 Ascot 2/4-seater, £130; 1933 Riley 9 Gamecock, £160; 1931 Riley 9 Mark IV tourer, £60; immediate insurance; hire purchase; part exchange. (6926)

£295—30hp Armstrong Siddeley sports saloon, radio, etc., excellent, hire purchase; £130; 1935 Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (6373)

£165—16hp S.S. sports tourer, excellent condition throughout, fold flat screen, large dial instruments, twin carbs, remote control gear box, excellent tyres and hood. Most impressive lines.

£55—Twin ohc 1928 Salmons 2-seater, pressure feed, 4-speed, close ratio gear box, well base tyres. Start super sports body, red.

LSO see under Alvis.

ALTON GARAGE, the Alvis Specialists, Upbrook Lane, Craven Rd., Paddington 0385. (6937)

GOOD home sought by worn-out enthusiast for cherished Lea-Francis, fitted lightweight international type body in dual new 1946, rewired, brakes relined, etc., excellent, hire purchase; £130; 1935 excellent condition, 50,000 total, best over £80.—6 King's Drive Surbiton, Elmbridge 3782, evenings. (6794)

A MILCAR 6-cyl. V. J. Hern offers his well-known ex-Finch sports-cum-racing car for sale, car maintained by Owen Finch, just checked over by him and ready for next season's competitions, full sports and racing equipment, whole in superb order; nearest offer to £750; consider exchange modern saloon.—Hern, South Croydon Motors, 444/6/8, Brighton Rd., South Croydon, Uplands 8629. (2903)

ANTHONY CROOK offers the fastest sports cars including 130 m.p.h. Veritas, 125 m.p.h. 2-litre supercharged Alvis (the ex-Abecassis car, winner of Crystal Palace sports car races, sports car Gold Star, etc.), hardly used since war and recently brought up to Grand Prix modifications by the late Frank Williams, genuine, etc.; 1928 including 1946 built car, last made; hire purchase available.

ANTHONY CROOK Caterham Hill, Surrey, Tel. 466.

SCUDDER & WALL offer, 1932 Talbot 14 manual box, one owner 16 yrs., £67/10; Bugatti type 46 5-litre saloon, £280 overhaul, perfect motor, £235; 1926 Fiat type 2-seater and dicky, crank ground, new bearings, immaculate, £75; 1937 Pontiac convertible, fitted heater, radio, resprayed to purchaser's choice of colour, £210; 1932 Riley Kestrel 16-litre, whole car in magnificent order, £295; 1935 D.8 Delage drop head coupe, original, £95.—33, Marylebone Lane, W.1. Welbeck 8065. (6836)

## Sports Cars Wanted

C THE CAR MART, Ltd., wish to purchase Sports cars.—320, Euston Rd., N.W.1. Euston 1212. (10972)

R ROWLAND SMITH'S the sports car buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (6967)

PERFORMANCE CARS buy sports cars and nothing else.—Daleham Mews, N.W.3. Hamstead 8707. (1880)

## Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. (10753)

£175—1934 S.S. 2 12hp sports coupe. In exceptionally good condition throughout, 5 unworn tyres; bargain.

BRAY MOTORS 180-184, West End Lane, N.W.6. Hamstead 6490. (6952)

1936 2.5-litre Alrline saloon, beautiful condition, engine rebuilt by Laystall, new S.U. carburetors, excellent bodywork and tyres; £150.—4, Claremont Park, Finchley, N.3. (6266)

## S.S. Cars Wanted

R ROWLAND SMITH'S, the S.S. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0986)

## STANDARD 8

G LANFIELD LAWRENCE offer:—

1939 Standard 8 saloon, black leather upholstery; £295.—407, High Rd., N.12. Finchley 0091. (5475)

## STANDARD 8

CLAND & TABOR, Ltd., offer:—

1946 Standard 8 saloon, moderate mileage, black, brown leather; £385.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. (6860)

1939 Standard 8, reconditioned throughout; £295.—Haskins, Ladbroke 1155. (5550)

225 gns.—1939 Standard 8 de luxe saloon, excellent condition.—Autospina, 5, Balham High Rd., Balham 1509. (6635)

1946 Standard 8 de luxe saloon, genuine 17,000 miles; 379gns; 3 months' guarantee; terms and exchanges.

TACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 and 5774. (6936)

1947 Standard 8 saloon, in beautiful order; £445.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (6818)

CLASS'S MOTOR MART—1946 October Standard 3 saloon, grey, excellent written guarantee.—5, Warren St., W.1. Eus. 4110. (6662)

1948 Standard 8 drop head coupe, black, 9,000 miles; £490.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (6818)

1939 Standard 8hp de luxe saloon, one owner, super condition; £285.—Vandervell's, 215, Haverstock Hill, N.W.3. Primrose 4441. (4859)

1947 Standard 8 saloon, black, in very nice condition; £425.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. (6916)

1946 Standard 8 saloon, very low mileage and very well kept; £425.—Rom Garage and Service Co., Ltd., Galloway Corner, Romford, Essex. Ingrebourne 29. (6957)

1946 Standard 8 in immaculate condition, 14,000 miles; £425.—Rom Garage and Service Co., Ltd., Galloway Corner, Romford, Essex. Ingrebourne 29. (6109)

1946 (Aug.) Standard 8 saloon, mileage 17,700, in excellent order, throughout; £430.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.10. Moutview 4401. (5947)

1947 (May) Standard 8 de luxe saloon, grey with blue upholstery, immaculate condition, as new; £465.—Royals Garage Ltd., St. John's Rd., St. Albans, Herts. Tel. 5294/5. (6355)

1947 Standard 8 saloon, grey, blue upholstery, 8,000 miles, fully equipped; £490; hire purchase and exchanges.—Golly's Garage, Ltd., 111a, Earis Court Rd., London, S.W.5. Frohler 0061, 0062. (5857)

1948 Standard 8 saloon, in grey and blue, low mileage; 485.—Elite Motors and Fogg & Young Amalgamated, 951-961, Garratt Lane, Tooting, S.W.17. Tel. Balham 2474 (4 lines). (6112)

275 gns.—Standard 8 1939 de luxe saloon, black, brown leather, very good condition, terms, changes; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (6729)

1947 (Sept.) Standard 8hp tourer, in grey, with blue leather upholstery, paintwork unscratched, car comparable with genuine total mileage of 9,000 since new, complete with hood envelope, tools, unused, road licence; £475.—L.M. Motors, 101, Brighton Rd., Coulsdon, Surrey, Tel. Uplands 4841. (6851)

## STANDARD 9

STANDARD Flying 9 saloon 1937, excellent condition; S. 1185.—Herbert & Mills, Church Rd., Ashford, Midx. Ashford 2960. (6904)

1937 Standard 9 2-door saloon, blue with blue upholstery, first-class condition; £220.—Bennett, 214, Putney Bridge Rd., S.W.15. Putney 8001. (6257)

WALTER SCOTT, Ltd.—1939 Standard 9 de luxe saloon, black, excellent condition; £285.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. (6951)

115 gns.—Standard 9 1933 4-door saloon, black, sliding head, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (6729)

## STANDARD 10

1939 Standard 10 saloon, grey, one owner, low mileage, any trial, first-class throughout; nearest £250.—Park 9211. (6792)

220 gns.—1939 Standard Flying 10 saloon, black, sun roof, green leather, very clean motor car with exceptionally good engine.

D. OUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., London, N.15. Also Enfield. Sta. 7352. Enf. 5147. (6934)

£325 Standard 10 1939 4-door saloon, excellent original cellulose, new engine recently fitted, choice of 2; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube). (6255)

£79 deposit or £249 cash.—1939 Standard 10 4-door saloon, clean, black cellulose with green leather upholstery, engine recently rebored, whole car in nice condition; terms quickly arranged; open 9-6 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-6. (6674)

## STANDARD 12

H. A. SAUNDERS, Ltd., offer:—

1947 Standard 12 saloon de luxe; £675.

H. A. SAUNDERS, Ltd., Austin House High Rd., North Finchley (100 yds north of Tal. Ho. Corner), Hildeside 0024. (6994)

WEMBLEY COURT MOTORS offer:—

1947 Standard 12 saloon, black, one owner, as new throughout; £625.—High Rd., Wembley. Arnold 5221-2. (9415)

D. J. SHEPHERD and Co. (Enfield), Ltd., offer:—

1939 Standard 12 de luxe sun saloon, l.f.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. (1865)

£295—1939 Standard Super 12 de luxe saloon, black clean condition, new tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hamstead 6490. (6937)



## STANDARD 12

1937 Standard 12 saloon exceptional condition, one owner; £260.—Wimbledon 0925, evening. [6487]

1948 Standard 12 saloon, one owner, immaculate; £675.—Peter Bankock Car Sales, 104, High Rd., Chiswick W.4. Tel. Chiswick 2725. [5068]

1946 12hp Standard saloon, 1 owner; £250.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [6339]

1939 Standard 12hp drop head four-seater coupe, grey, blue leather, new hood, exceptional condition; £665.—Vandervell, 215, Haverstock Hill, N.W.3. Primrose 4441. [6539]

1948 (March) Standard 12 d/head coupe, in black with red hide, nominal mileage, unmarked and as new; £700.—Loyd's Garage, Ltd., St. John's Rd., Stourbridge. Tel. 5394/5. [6364]

295 ens.—Standard 12 1936 de luxe 4-door saloon, black, sliding head, blue leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6730]

1948 Standard 12 drop head coupe, one careful owner from new, genuine mileage, 11,000 miles, finished in black with brown leather upholstery, 3 months written guarantee; price £745.—Tankard and Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [6892]

## STANDARD 14

POST-WAR Standard 14.  
SPEEDOMETER reading 11,949 miles, excellent condition throughout; £650.  
SEEN by appointment only.—Write to G. N. Winton, 41, Mayfair Ave., Worcester Park, Surrey. [6270]

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon de luxe, 7,900 miles; £795.  
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. [6995]

PHILIP RICKARDS, Ltd., offer:—

1946 Standard 14 saloon, 24,000 miles, one owner, grey, 4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [6524]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Standard 14 drop head coupe, genuine 10,000 miles; £725.—Portsmouth Rd., Thames Ditton, Esherbrook 4343. [6865]

1947 Standard 14 drop head four-seater, 14,000 miles.

GUY ALFREDS & CO., Ltd., 6-7, Warren St., W.1. Euston 3268. [5828]

1946 Standard 14 saloon, black, blue leather, interior covers; £625.  
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [6548]

1938 model Standard 14 saloon, recent overhaul and recoloured, in first-class condition throughout.  
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [6101]

STANDARD 14hp late 1948 grey/blue saloon, immac. cond., one owner, 10,000 miles, H.M.V. radio; £750.—May 4416. [6241]

1948 Standard 14 saloon, unquestionable condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6350]

1946 (Dec.) Standard 14, immaculate, grey, blue upholstery, £600.—Magdalen Service Garages, Ltd., Magdalen Rd., Oxford. Tel. 47307. [6848]

1948 Standard 14hp saloon, black, blue leather, 10,000 miles, one owner; £765.—Vandervell's, 215, Haverstock Hill, N.W.3. Primrose 4441. [4858]

1947 Standard 14, black red leather interior; £675.—Peter Bankock Car Sales, 104, High Rd., Chiswick W.4. Tel. Chiswick 2725 and 3870. [6766]

1948 (August) Standard 14 saloon, grey-red leather, one owner, 13,000 miles; £775.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [5217]

CENTRAL GARAGE, Croydon, offer 1948 Standard 14 saloon, 6,000 miles, black with fawn leather upholstery, one owner; £825.—Central Garage, Tel. Croydon 7464. [5063]

1948 Standard 14 saloon de luxe, grey, with blue leather upholstery, condition as new, 3 months written guarantee; £725.—Tankard and Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [6894]

1946 (late) Standard 14 saloon, grey, blue upholstery, 16,000 miles, private owner, excellent condition; £695.—hire purchase and exchanges.—Golly's Garage, Ltd., 111a, Earls Court Rd., London, S.W.5. Frohisher 0063, 0929. [5558]

WE are in a position to offer the most exceptional 1946 Standard 14hp saloon, finished in grey, blue leather upholstery, comparable in every respect with the latest 1948 model available, one fastidious owner, 15,174 miles; £635.—John Wilson Autos, Ltd., Sanderted Rd., South Croydon. Sanderted 4260. [6912]

1947 (Sept.) 14hp standard saloon de luxe grey, new tyres, engine just been overhauled and rebored, has been regularly serviced by makers, and is in first class condition throughout, one owner; £675.—Manley, 203, Stechford Rd., Birmingham 8. Tel. Cas. 2325. [6324]

STANDARD VANGUARD  
1948 Standard Vanguard (Dec.), 9,270 miles, grey with red leather upholstery; fitted H.M.V. radio; immaculate condition throughout; £825.—Haig's Motor Co., Ltd., Austin House, Granada Rd., Southsea. Tel. Portsmouth 32268. [5481]

STANDARD MISCELLANEOUS  
GORDON CARS (LONDON), Ltd.—1948 Standard 14 saloon, black, red leather, 11,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Standard 14 saloon, black, fawn, nominal mileage.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. [6653]

1947 Standard saloon, grey, perfect condition; £600.—59, High St., Bognor Regis. Tel. 446 [6793]

## STANDARD MISCELLANEOUS

CAR MART, Ltd.  
1948 Standard 8 saloon, 12,000 miles; £515.

1946 Standard 8 drop head coupe, 10,000 miles; £475.

1948 Standard 12 drop head coupe, 2,000 miles; £875.

1948 Standard 14 saloon, 5,000 miles; £835.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6813]

CARRS AUTO SALES, Ltd., Croydon-Purley area distributors always have low-mileage Standard and Triumph cars available.—Croydon 9088. [0052]

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214]

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted  
R  
S  
ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0999]

C  
M  
THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0673]

MARSTON MOTOR CO., Ltd., for your Standard.—N.15  
Tel. Sta. 8000.—Seven Sisters Rd., Tottenham [0181]

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Standards, all models.—Popesgrove 1035. [1590]

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard car in really good cond.; cash or exchange. Tel. Glis. 2480. [0431]

URGENTLY wanted, good condition Standard cars.—Brown's Garage, 3 minutes Loughton Tube Station, 190, High Rd., Loughton, Essex. Loughton 4119. [2757]

WANTED, 1948 Standard 8 saloon, or late 1947, genuine low mileage and immaculate condition.—Sidwell, Architect, 27, Union St., Coventry. Tel. 5244. [3541]

## Standard Spares and Service

S  
S  
SERVICE and spares for all models.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, junction Boundary Rd. and Abbey Rd. St. John's Wood, N.W.3. Maida Vale 9114.

REPAIRS and service for Standard and Triumph cars by the Standard Vanguard and Triumph cars.—Bury Gardens, N.5. Canonbury 3190. [0294]

STANDARD and Triumph spare parts place your orders with John Kaye (Leeds), Ltd., 18, New York Rd., Leeds 2. [0801]

STANDARD spares for all models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3522). [9559]

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 5486. [0475]

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255]

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, Distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [7918]

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 23 years.—157-149, Widmore Rd., Bromley, Kent. 3456-7-8-9. [0367]

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months.—Circling-Bendix stockists.—Arrold Av., Finchley, N.3. Finchley 5908-9. [0002]

## STUDEBAKER

OVERSEAS CARS, Ltd.  
1939 26.5 Studebaker Commander touring saloon, black-red leather, mileage genuine 19,000 only, excellent condition throughout; £875.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5732]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 (July) Studebaker President 30hp Salmons cabriolet, black; £250.—Portsmouth Rd., Guildford. Tel. 62907. [6797]

1941 Studebaker President de luxe saloon, 2-door, two private owners only since new, 27,000 miles only, fitted heater, air conditioning, radio and numerous extras.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1188. [6917]

Studebaker Cars Wanted  
1939 47 low-mileage Studebaker required by British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6614]

£135.—1933 Sunbeam 20hp 7-seater saloon, in very clean condition throughout, black, a quality car for modest outlay.  
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 68. [6894]

SUNBEAM-TALBOT  
CAR MART, Ltd.  
1948 Sunbeam-Talbot 90 sports saloon, 1,000 miles; £1,375.

1948 Sunbeam-Talbot 90 sports saloon, 5,000 miles; £1,325.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Eus. 1212. [6814]

SUNBEAM-TALBOT, 1948, 9,000 miles, perfect throughout.—Fantiles Service Garage, London Rd., Guildford 3326. [6639]

## SUNBEAM-TALBOT

TOM GARNER, Ltd., offer:—  
1948 Sunbeam-Talbot 90 convertible coupe, gunmetal with grey leather, radio, etc., 10,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 2465-6. [6315]

BROWN'S for Sunbeam-Talbots.  
1947 (Dec.) Sunbeam-Talbot 10hp drop head four-seater coupe, low mileage, immaculate condition; £760.—3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube). [5099]

ALLAN TAYLOR MOTORS, Ltd., offer:—  
1948 2-litre Sunbeam-Talbot saloon, 9,000 miles, as new; £925.

HIGH ST., Wandsworth, S.W.18. Tel. Vandrye 6431. [5719]

WARWICK WRIGHT, Ltd., offer:—  
1948 Sunbeam-Talbot 10hp saloon, black, 7,000 miles; £1,295.

1948 Sunbeam-Talbot 90 saloon, gunmetal grey, 7,000 miles; £1,225.

1948 Sunbeam-Talbot 2-litre saloon, gunmetal grey, 7,000 miles; £1,095.

1948 Sunbeam-Talbot 90 saloon, black, fawn leather, 9,000 miles; £1,325.

1949 Sunbeam-Talbot 90 saloon, granite grey, grey leather, radio, 9,000 miles; £1,345.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6685]

CAMDEN MOTORS.—Sunbeam-Talbot. See our full-page advertisement in this issue.

CAMDEN MOTORS, Sunbeam-Talbot, offer an unrivalled selection of over 20 fully guaranteed used models.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Tel. 2581 and 3115. [6474]

1948 Sunbeam-Talbot 2-litre saloon, metallic grey, low mileage; £1,355.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [7816]

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 2-litre saloon, ruby, fawn cloth, 14,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Sunbeam-Talbot 10 saloon, grey, grey cloth, 11,000 miles.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. [6654]

1939 Sunbeam-Talbot 10hp drop head coupe, blue with blue leather upholstery, low mileage, in immaculate condition; £855.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [6461]

1948 Sunbeam-Talbot 10 saloon, 7,000 miles, unquestionable condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6346]

983 miles.—A 1947 2-litre Sunbeam-Talbot 4-seater sports touring car, in every way equal to new; £1,095.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [6858]

1947 2-litre Sunbeam-Talbot saloon, 21,000 miles, faultless condition; £765.—Crawley, 48, Kensington Court, W.8 (near Barkers). Tel. Western 6015, 6 and 7. [6897]

1947 Sunbeam-Talbot 10 saloon, gunmetal, and grey leather, radio and other extras, excellent condition; £760.—G. & B. Garage, Ltd., 55, Victoria Rd., Surbiton. Elmbridge 4383. [6856]

1939 Sunbeam-Talbot 10hp saloon and an outstanding car both mechanically and coachwork, must be seen to be appreciated; £255.—Peter Bankock Car Sales, 104, High Rd., Chiswick, W.4. Tel. Chiswick 2725. [3529]

## Sunbeam-Talbot Cars Wanted

R  
R  
ROOTES, Ltd.  
DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.  
BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate. (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333).

CANTERBURY.—(Canterbury 3232).

ROCHESTER.—(Chatham 2231).

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111]

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990]

CATERHOUSE MOTORS are regular buyers of good clean Sunbeam-Talbot cars.  
CATERHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [6571]

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards 134, G. Titchfield St., W.1. Langham 0012. Sunbeam-Talbot Specialists.—Arrold Av., Finchley, N.3. Finchley 5908-9. [0002]

CRIPPS OF NOTTINGHAM urgently require all models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 44558. [6752]

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath Ltd., 180-184, Newhall St., Birmingham, 2. Lower Temple St., Birmingham, 2. [0089]

SUNBEAM-TALBOT Spares and Service  
ARMITAGE MOTORS (WESTMINSTER), 213-219, Broadway, Wimbledon, and Wilton Mews, S.W.1. Liberty 4390. [6874]

CROYDON'S Sunbeam-Talbot spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0519]

TALBOT  
CATERHOUSE offer: 1938 Talbot 11 saloon, mechanically perfect; £265.

CATERHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [6566]

CHIFFSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 6448. [6456]



## TALBOT

**TALBOT 75 saloon 1938**, excellent, not pre-selector, good tyres, taxed: £130.—Staines 3417. (6906)

**R. F. FUGGLE, Ltd.**, the oldest Talbot specialists, have available for sale a few genuine and possibly unequalled examples of these models for sale.

**R. F. FUGGLE, Ltd.**, Bushey Heath, Herts. Tel. R. 1685. (6529)

**1937 Talbot 18hp 75 saloon**, excellent condition and appearance, a most attractive fast car; £325.—B. & H. Motors, Bignell's Corner, South Mimms, Herts. South Mimms 251-4. (5991)

**1935 105 sports tourer**, laid-up many years, total mileage 54,000, recently overhauled, tyres, hood and paintwork new, car for the connoisseur; £275.—Campbell Symonds, Wembley 6262. (4490)

**325 gns.**—Talbot 1936 3½-litre 4-door sports saloon, black, sliding head, blue leather, pre-selector, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (6719)

**£245**—Talbot 75 short chassis sports saloon, registered 1934, black, chauffeur driven, carefully maintained, in superb condition; extras include fitted travelling trunk and easy jacking system; a car that must be seen to be appreciated.

**M. B. MOTORS**, 336, New Cross Rd., London, S.E.4. Tideway 3779. (5211)

**WALTER SCOTT, Ltd.**—1937 (May) Talbot Speed 105 saloon, black, beige hide, 33,000 miles only, synchromesh, Andre telecontrols, Philco radio, and many other extras, looks and runs as new; £250.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. (5650)

## Talbot Cars Wanted

**ROWLAND SMITH'S**, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0991)

## TRIUMPH

## CAR MART, Ltd.

**1948 Triumph 1800 Town and Country saloon**, 6,000 miles, £1,150.—Car Mart, Ltd., 150 Park Lane, W.1. Grosvenor 3434. (5615)

**J. DAVY** offers:—

**JULY**, 1947 Triumph razor edge saloon, steel grey, grey leather upholstery, small mileage, in exceptional condition; £875.—J. Davy Car Sales, 9, Logan Place, Earls Court, W.8. Western 6493. (6439)

**NEWHAMS, Ltd.**

**1949 2000 model Roadster**, bronze, under 2,000 miles, B.M.T.A. consent.

**1947 1800 saloon**, grey with blue, very carefully used, £895.

**1939 1½-litre Dolomite sports saloon**, very exceptional, £1,435.

**NEWHAM House**, 325-329, Hammersmith Rd., London, W.6. Riverside 4646. (1648)

**H. W. MOTORS, Ltd.**, offer:—

**1948 Triumph 1800 Roadster coupe**, metallic grey, blue leather one owner, Ferranti radio, mechanical condition exceptionally good; £755.

**PART** exchange and deferred terms.

**H. W. MOTORS, Ltd.**, Walton-on-Thames 785 and H 1437. (4864)

**CHARLES POLLETT, Ltd.**, offer:—

**1949 Triumph razor edge saloon**, gunmetal, grey leather, 1 owner, 10,000 miles, condition as new; £1,175.

**18, Berkeley St., W.1. May. 6266.**

**SERVICE, Works & Stores**, 12, Wellesley Ave., W.6. Riv. 1413. (6557)

**MCKINNON MOTORS, Ltd.**, offer:—

**1949 (Feb.) Triumph 2,000 Roadster coupe**, 18hp, green, cherry red leather, one owner, mileage 6,000, B.M.T.A. consent; two chromium fog lamps and Fort Duneau, £1,435.

**MCKINNON'S**, "Langhams House," 3, Stafford Rd., Warrington, Surrey, Established 1906, Tel. Warrington 3404. (6231)

**D. J. SHEPHERD & Co. (Enfield)**, Ltd., offer:—

**TRIUMPH 16hp Vitesse sports saloon**, first registered 1939, black with green hide interior, excellent condition throughout; £295.—D. J. Shepherd & Co. (Enfield) Ltd., 436 Hertford Rd., Enfield, Howard 1651.

**MAY**, 48 Triumph Roadster, grey, 13,000 mileage, carefully used.—Rickmansworth 3758. (6970)

**GORDON CARS (LONDON)**, Ltd.—1948 Triumph 1800 razor edge saloon, grey, 17,000 miles.—Below.

**GORDON CARS (LONDON)**, Ltd.—1949 (Jan.) Triumph 2000 Roadster, green, red leather, 12,000 miles.—Below.

**GORDON CARS (LONDON)**, Ltd.—1948 Triumph 1800 Roadster, cream, blue leather, 6,000 miles.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. (6655)

**1947 (Nov.) Triumph 1800 Roadster**, grey, 9,800 miles, perfect condition; £225.—Maidenhead 502.

**1947 Triumph Roadster**, black and beige, 11,000 miles; £760.—Campbell Symonds Wembley 6262. (4491)

**1949 Triumph Roadster**, covenant free, 4,197 miles. 209, Balham High Rd., S.W.17. (6595)

**1949 2-litre 18hp Roadster sports 3-seater**, metallic green with maroon leather, genuine 3,000 miles; £975.—Putney Tel. 4581. (7003)

**1948 (Aug.) Triumph Roadster**, metallic grey, 376, Kensington High St., W.14. Western 2512. (6617)

**145 gns.**—Triumph Southern Cross, Sept., 1934, 10hp sports saloon, duo-green, sliding head, green leather, fresh, good tyres; terms, exchanges.—Rowland Smith, below.

**895 gns.**—Triumph 1900 1948 Roadster, sunmetal blue leather, H.M.V. radio, 15,000 miles, un-worn tyres, very carefully used, practically new condition; terms, exchanges.—Rowland Smith, below.

**850 gns.**—Triumph 1800 July, 1947, supercharged Nordex blower, apple green, leather upholstery, owner, exceptional condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (6720)

## TRIUMPH

**TRIUMPH Roadster 1949**, champagne with rust leather upholstery, spot-lights and heater; 7,000 miles only, in first-class condition; £1,100.—Hollywell Garage, Ltd., London Rd., Hinkley. (6784)

**£1050**—Triumph 14hp razor-edge saloon (Dec. 1946), black with fawn leather, 5,000 miles, heater, as new.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). (6289)

**1938 Triumph Dolomite** in superb condition, recently had reconditioned engine, in perfect mechanical condition, beautiful appearance, really perfect car; £425.—Simpson's Motors, Bushey Heath 1997. (6289)

**TRIUMPH 1800 razor-edge grey saloon**, showroom condition, one owner-driver, first licensed January, 1949, 5,000 miles; £1,075 or nearest offer; seen by appointment.—Miller, 21, Kings Road, Reading 60537. (6975)

**TRIUMPH 14hp razor edge saloon**, 1949 model, 3,700 miles only, one owner, car fitted H.M.V. radio, interior heater system; £1,195.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (6511)

**£59** deposit or £249 cash, 1938 model Triumph 16hp Dolomite saloon, twin horns, carburetors, wheel discs, etc., bodily and mechanically in sound condition and bargain at above price; terms quickly arranged, open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-6. (5778)

**£215**—Triumph Gloria 2-litre 15.7hp sports car, finished in dark blue cellulose, clean and sound, and upholstered in good quality leather to match, quite an outstanding car in the mechanical sense, and much above the average condition for its year. Remote control gear change, quick change knock-on wheels, and up-to-date instruments. Smart modern lines. Absolute bargain at the price. See below.

**£345**—Outstanding bargain, 1939 Triumph Dolomite 14hp sportsman's saloon, nice example, with very good conchwork completely free from any corrosion, clean leather interior, good chrome work, etc., and fitted with 5 excellent tyres. Mechanically this car is particularly well with sustained oil pressure, and is capable of surprisingly high cruising speed, with very satisfying acceleration. The late owner has maintained the engine in a proper manner and we can with the utmost confidence guarantee this car fully in writing.

**CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds.** Tel. 2381 & 3115. See our full page advert in this issue. Write for 16-page post free stock list. Easy and confidential hire purchase facilities. Part exchange. (6464)

## Triumph Cars Wanted

**C. THE CAR MART, Ltd.**, wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. (0974)

**ROWLAND SMITH'S**, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0992)

**POST-WAR** Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (6649)

**MARSTON MOTOR Co., Ltd.**, for your Triumph—N.15. Tel. Sta. 8000. Seven Sisters Rd., Tottenham. (0182)

**SPKINS (TWICKENHAM)**, Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Triumphs, all models.—Popegrove 1035. (1594)

## Triumph Spares and Service

**S & T SERVICE** and spares for all models.

**STANDARD & TRIUMPH SALES, Ltd.**, London Distributors, Junction Boundary Road, Abbey Rd., St. John's Wood, N.W.2. Maids Vale 9114. (6974)

**NEWHAMS, Ltd.**

**TRIUMPH specialists**: service and spares for all models, including Dolomite type, radiator grills.—Newnham House, 235-79, Hammersmith Rd., W.6 Riv. 4646. (1539)

**BASIL ROY, Ltd.**—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735. (6974)

**TRIUMPH** spares for all post-war models; largest provincial stockists.—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5522). (0355)

**R**estore power, performance and improve petrol consumption by replacing your worn camshafts; new camshafts available for all ohv models.—S. A. Coles, Ltd., 364-368, High Rd., Leyton, E.10. (0342)

## UTILITY CARS

**HAROLD RADFORD & Co., Ltd.**

**1948 (Dec.) Jowett Bradford 6-light utility**, green and black, 6,300 miles, very carefully maintained.

**HAROLD RADFORD & Co., Ltd.**, specialists in re-designing and building wooden metal-panelled shooting brake or all-metal Formality dual-purpose vans, etc., selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642. (5726)

**JACK STONE & SON** offer the following utility shooting brakes:—

**1947 Ford Mercury 6-seater**; 1947 Morris 12 6-seater; 1938 Packard 26hp 6-seater; many others, etc.

**JACK STONE & SON**, 221, Upper Richmond Rd., S.W.15. Tel. day and evening, Putney 1054-5. 2276-7. Insurance Dept., Putney 8241 and 7450. (6434)

**1948 (first reg.) Standard 12 Utility**; £225 or offers. Gamman, 164, Bye-pass, East Ham. (6841)

**1947 Alvis utility** in superb condition throughout, very smart bodywork; one owner; mileage 14,000.

**KEVILL-DAVIES & MARCH, Ltd.**, 41/42 Hav's Mews, Berkeley Square, W.1. Gro. 2563. (15025)

**1949 (August) Lea-Francis 14hp Utility**, 3,000 miles genuine, B.M.T.A. permission to transport covenant, a really beautiful job; £1,050.

**NUTT MOTORS**, 43 North Rd., Brighton, 1. Tel. Brighton 5501. (6974)

**FORD V8 30hp 30-cwt van**, utility body, excellent throughout, owner retiring; nearest offer £150.—47 Seaford Odns., Stoneleigh, Surrey. Ewell 4379. (6323)

## UTILITY CARS

**1947 Austin 10 utility** by Martin Walter, one owner only, exceptional condition throughout; £335.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. (6533)

**1948 Bradford** de luxe utility, beige/brown leather, one owner as new, low mileage; £295.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exchange). (6445)

**HILLMAN 10 estate utility**, latest 1948 type, m.m.x. low mileage, exceptional condition; £275.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (6513)

**1948 Series II Hillman estate car**, grey, 10,000 miles; particularly well maintained, recently decarbonised and in excellent order; £750.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. (6576)

**1948 (June) Morris Uteleon**, all-metal body, goods and private, seat seven, fold into floor, rating 1,547cc; unladen weight 1 ton 2cwt, colour beige, 12,000 miles; excellent condition; what offers?—Replies Box No. 1495. (5052)

**8hp upwards**, utilities in stock from £285; utilities built to own specification, any chassis if desired, or any conversion carried out on any vehicle, keen prices.—Mitre Motors (Croydon), 39, 41 & 43, Canterbury Rd., West Croydon. (0025)

**JOWETT Bradford utility van**, 1948, fitted side window and clear van floor, grey, brown upholstery, 4,200 miles only, unblemished, guaranteed; £525.—Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (6514)

**1948 (August) Hillman estate car**, fitted H.M.V. radio, immaculate throughout, l.w. mileage, 11,000 miles, 2334, 2536. Works and Service Station; Mare St., Hackney, E.8. (6873)

**595 gns.**—Hillman Minx (Nov. 1947) 10hp Estate with rear entrance and removable rear seating, one owner, small mileage, practically new condition; terms, exchanges.—Rowland Smith, below.

**895 gns.**—Riley 1947 (reg. Feb., 1948) 1½-litre shooting brake, 4-door 5-seater coachbuilt natural timber body, wings and bonnet finished duo-tone fawn, glass all round, drop tailgate, 12 sq. ft. interior luggage space, small mileage, very carefully used, practically new condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (6731)

**1948 (model) Hillman estate car**, mileage 10,500, one owner, specimen vehicle, indistinguishable from works condition, absolutely flawless and immaculate; 595 guineas.—Home and Overseas Motors, Finchley Rd., N.W.3. Hampstead 0087. (6902)

**Utility Cars Wanted**

**WANTED** by private buyer, Jowett-Bradford utility, first reg. order.—Box 1654.

**WANTED**, 10hp post-war estate car, small mileage, about 15hp.—Fairhead & Sawyer, Woodbridge St. (6484)

**ROWLAND SMITH'S**, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0993)

## VAUXHALL 10

**WEMBLEY COURT MOTORS**, offer:—

**1946 Vauxhall 10 saloon**, black, in excellent condition throughout, bargain; £550.—High Rd. Wembley, Arnold 522-3. (6414)

**GATEHOUSE** offer: 1938 Vauxhall 10, immaculate condition; £325.

**GATEHOUSE MOTORS, Ltd.**, Highbury Village, London, N.6. Mountview 4444. (6565)

**1947 10hp Vauxhall saloon**, 7,000 miles, perfect condition; £615.—Crawley, 48, Kensington Court, W.8 (near Barkers). Tel. Western 6015, 6 and 7. (6894)

**1939 Vauxhall 10hp saloon**, green label engine just fitted, a genuine bargain; £349.—R.E.P. Garages, Ltd., 502-6, King St., Hammersmith, W.6. Riverside 2881-2. (6572)

**£415**—1948 Vauxhall 10hp saloon, first registered July, the coachwork is completely free from major blemish, leather interior is exceptionally clean and the whole car shows signs of having been very carefully used since new. The original condition is further substantiated by the fact that the mats themselves are obvious, those fitted when the car left the factory for the first time. The original Vauxhall has had two owners, and the late owner being a local dentist who has kept the engine regularly serviced and maintained by specialists. The sole reason for sale is the advent of a long-awaited new car. The history of this Vauxhall is known to us, and it is with confidence that it is offered with a comprehensive written guarantee. Five brand new tyres were fitted less than two months ago, and extra accessories include a set of practically brand new seat covers, twin windscreen defrosters and Norel foglamp. Hire purchase can be arranged on a deposit as low as £140. Call, write or phone.

**CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds.** Eight other Vauxhall 10s in stock, also 250 cars of any car anywhere in the United Kingdom. Main line L.M.S. station from Euston or Watford, journey takes only 50 mins. Frequent service from Birmingham, Coventry, Rugby, Nottingham and Oxford via Bletchley. See our full page advert in this issue. (6467)

## VAUXHALL 12

**H. A. SAUNDERS, Ltd.**, offer:—

**1947 Vauxhall 12 saloon** de luxe, 7,900 miles; £659.

**H. A. SAUNDERS, Ltd.**, Austin House High Rd., North Finchley (100 yds north of Tally Ho Corner) Hillside 0024. (1999)

**CARMO (1929)**, Ltd.—1948 Vauxhall 12 saloon.

**CARMO 11,000m.**, perfect condition throughout; £275.

**CARMO, St. John's Wood, N.W.8. Tel. Pri. 0141.** (16669)

**1947 Vauxhall 12**, one owner, spotless, taxed; £635.—Crook, 25 Radnor Mews, Sussex Place, W.2. Amb. 2308. (6225)

**Vauxhall 12 saloon**, sun roof, black, blue leather, excellent value; £900.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4133. (6433)

**VAUXHALL 12**  
1946 12hp Vauxhall saloon, one owner, reconditioned engine fitted within month, black, brown leather. £565.  
**G. GEORGE NEWMAN & Co.**, 369, Euston Rd., London, N.W.1. Euston 4466. [6549]

**1939** Vauxhall 12, original condition, £585; selection of 33 quality used cars.—**S. G. Smith (Motors)**, Ltd., 15-19, East Dulwich Rd., S.E.22. New Cross 4444. [6875]

**1948** (Feb.) Vauxhall 12hp de luxe saloon, guaranteed 7,000 miles, as new; £710.—**Gibbons Sports Cars (Christchurch)**, Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [5687]

#### DICKS CAR SALES offer:

**1948** Vauxhall 14 saloon, fitted radio, definitely as new; £775.  
**DICKS CAR SALES, Ltd.**, 399-401, High Rd., Kilburn, Maida Vale 6888-9. [6774]

#### CLANFIELD LAWRENCE offer:

**1937** Vauxhall 14 touring saloon, black, red leather upholstery; £325.—407, High Rd., N.12, Finchley 0091. [3472]

#### H. A. SAUNDERS, Ltd., offer:

**1948** Vauxhall 14hp saloon de luxe, 4,500 miles; £845.  
**H. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hildside 0024. [6996]

#### WANSTEAD MOTORS, Ltd., offer:

**1947** (November) Vauxhall 14, 14,000 miles, black, brown leather; £745.  
**WANSTEAD MOTORS, Ltd.**, Cambridge Park, E.11, Wanstead 1000. [3267]

**CARMO** (1929), Ltd.—1947 Vauxhall 14 saloon, one owner, nominal mileage, immaculate

**CARMO** condition; £750.

**CARMO**, St. John's Wood, N.W.8. Tel. Pri. 0141. [6668]

**VAUXHALL 14** (November, 1947) saloon, black, low mileage, indistinguishable from new; £775.

**VAUXHALL 14** 5-seater de luxe saloon, black, Ace wheel discs, outstanding condition; £515.—**Robbins East Putney**, Tel. 4581. [7004]

**VAUXHALL 14**, 1936, excellent mechanical condition, new battery, good tyres; £110; Essex—Box 1705. [6518]

**1937** Vauxhall 14 touring, radio; £300.—**Broadway Motors**, 57, High St., Hounslow. Tel. 0175. [6575]

**£245**—1937 Vauxhall 14 touring saloon de luxe, 32hp, faultless runner, hide interior unmarked, unwork tyres.

**BRAY MOTORS** 180-184, West End Lane, N.W.6. Hampstead 6490. [6953]

**1948** Vauxhall 14 saloon, with radio, 12,000 miles, —**British & Colonial Motors, Ltd.**, Upper St. Martin's Lane, W.C.2. Tem. 3588. [6610]

**1936** Vauxhall 14hp, one owner except first year, excellent condition, 3 new tyres, new battery; £250.—**Burton**, 49, Redington Rd., N.W.3 (Hampstead 2360). [6799]

**1948** Vauxhall 14hp, blue leather, mileage 4,000 left-hand drive; £725; trade enquiries invited.—**H. C. Paul, Ltd.**, 32, Bruton Place, London, W.1. May. 0621-2. [6799]

**1947** brown interior, radio, fog lamp, etc. 16,000 miles; £765.—**Birkett Motors, Ltd.**, 72-74, High Rd., South Woodford, E.18. [6775]

**VAUXHALL 14** saloon, 1946, black with brown hide upholstery, 22,500 miles, one owner, fitted several useful extras, guaranteed; £655.—**Recommended by H. A. Saunders, Ltd.**, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [6505]

**VAUXHALL 25**  
25hp—1939/59, very low mileage, genuine original condition, radio, heater, defroster; £375.—**White Cottage**, Hyde Heath, Amersham, Bucks Chesham 254. [6790]

**VAUXHALL, WYVERN & VELOX**

**CAR MART, Ltd.**

**1948** Vauxhall Velox saloon, 2,000 miles; £895.

**1948** Vauxhall 12 saloon, 4,000 miles; £775.—**Car Mart, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [6816]

**J. DAVY** offers:

**£850**—Vauxhall Velox, Oct., 1948, grey with blue hide, 5,000 miles.—**Davy Car Sales**, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [6440]

**DICKS CAR SALES** offer:

**1949** model Vauxhall Wyvern saloon, 4,600 miles, £70 worth of extras, specially selected car, leather upholstery, showroom condition throughout; £850.

**DICKS CAR SALES, Ltd.**, 399-401, High Rd., Kilburn, Maida Vale 6888-9. [6772]

**H. A. SAUNDERS, Ltd.**, offer:

**1948** Vauxhall Wyvern saloon de luxe, 4,720 miles; £845.

**H. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hildside 0024. [6997]

**CHARLES FOLLETT, Ltd.**, offer:

**1949** Vauxhall Velox, black, brown leather, 1,000 miles, 7,500 miles, radio, heater, rimblishers, 2 Notek fog lamps and other extras; £925.

**18** Berkeley St., W.1. May. 6266.

**SERVICE, Works and Stores**, 12, Wellesley Ave., W.6. Riv. 1413. [6556]

**WARWICK WRIGHT, Ltd.**, offer:

**1948** Vauxhall Wyvern saloon, black, fawn cloth, 9,000 miles; £845.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [6686]

**1948** (Nov.) Vauxhall Wyvern 12hp saloon, 8,000 miles only—Autovork, Ltd.—Winchester. Tel. Winchester 4834. [6351]

**VAUXHALL, WYVERN & VELOX**

**CARMO** (1929), Ltd.—1949 Vauxhall Velox, Alpine

**CARMO** green, bronze hide upholstery, radio, many

**CARMO** extras, 4,000m. only, one owner, really

**CARMO** outstanding car; £895.

**CARMO**, St. John's Wood, N.W.8. Tel. Pri. 0141. [6670]

**CHARLES RICKARDS, Ltd.**, the house of standing

**1949** model (Oct.) 1948 Vauxhall Velox saloon,

**1948** black, 6,500 miles, one owner, built-in radio;

**56** Baywater Rd., W.2 (next door to Lancaster Gate

**1948** Vaux. Velox black, 10,000 miles, one owner;

**HAMILTON MOTORS (LONDON)**, Ltd., 466-490,

**1948** (Nov.) Velox, low mileage, blue, fawn leather,

**1948** (Dec.) Wyvern, black, brown leather, perfect

**ALWAYS** a good selection of used Vauxhalls in stock.

**1948** Velox Vauxhall, 4,000 miles, radio and

**1948** Velox Vauxhall, 4,000 miles, radio and

**H. M. BENTLEY & PARTNERS** have available 1949

**1949** model Vauxhall Velox, in black with fawn leather,

**1949** black, guaranteed 2,000 miles only, as brand

**1948** (Dec.) Vauxhall Velox, 4,000 miles, genuine

**1948** (Dec.) Vauxhall Velox, 4,000 miles, genuine

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**Vauxhall Spares and Service**

**BROADWAY MOTOR CO.**

**WE** specialise in service replacement units for Vaux-

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### Miscellaneous Cars Wanted

**PRIDE & CLARKE Ltd.**, offer immediate cash pay-  
ment for any make or model; quotation by return.  
—156, Stockwell Rd., S.W.9. Bri. 6351. (10734)

**NAYLOR & FOOT Ltd.**, are cash buyers of  
Austin 10, Fiat, Ford Hillman, M.G., Standard,  
Triumph, Singer, Vauxhall, Wolley, etc.  
Hill, Clapham Junction, S.W.18. Battersay 5272. Open  
9-6 a.m., each week-day, including Saturday. (5347)

**MOTOR HEARSE**  
ARTHUR MULLINER, Ltd., invite enquiries for the de luxe hearse body they are building on the new Humber pulman chassis; deck, oarier or pedestal type supplied.  
BRIDGE St., Northampton. Tel. 907

**1939** Eighteen Austin fitted up-to-date 5-door partitioned 6-bearer streamlined 1949 coachwork, exclusive equipment, magnificent outfit. Immediate Delivery. Below

**R**OLLS-ROYCE 25/30 also modern Phantoms fitted 1949-Bearer, also Deck streamlined quality coachwork, attractive designs, exclusive equipment, inexpensive. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. 1642

**ELECTRIC VEHICLES**  
**EMBASSY CAR SALES (ENFIELD).**—Main North-East London and County agents for Harbilt electric trucks and vans; a model for all trades; the only elec-

tric vehicle to carry a 1-ton payload; full range of 1949 models are available on 2 to 3 weeks' delivery.—For all enquiries and demonstrations apply 9 & 10, Savoy Parade, Enfield. Tel. 2725. [9605]

**AMBULANCES**  
**£150.**—1938 Talbot 4-door ambulance, taxed.—209,  
 Northolt Rd., S. Harrow. [4853]

**C**IVILIAN ambulances, new and used ambulances for immediate delivery.—Lawton-Goodman (Ambulance Makers) 135, Cricketers' Road, Bayswater, N.W.4.

**MOTOR CYCLES FOR SALE**  
**RAYMOND WAY.**

**A** 100 new motor cycles, all makes in stock for immediate delivery; also a selection of second-hand solos and combinations; cars taken in exchange.—Raymond Way, the hire purchase specialists, Wilmore, Bridgeton.

**1939** 150cc Francis-Barnett, reconditioned engine:  
£45.

**S. A. COLES, Ltd.**—England's leading motor cycle specialists, offer a large selection of new models and combinations: *see taken in colour*. R. 1870

For immediate delivery; exchanges, hire purchase; Everything for the Motor Cyclist.—364-368, High Road, Leyton, E.10. [034]

**JACQUIER, Ltd., offer:—**  
**1942-3** model Morris 10 utility van, licensed as goods: 8265—225-7 Hammersmith Rd.

W.6. Riverside 6677-8. [6864]  
**PALMERS MOTORS, Ltd., offer:—**  
 1940 Morris 1000, 1200, 1500, 1800, 2000, 2500, 3000, 3500, 4000, 4500, 5000, 5500, 6000, 6500, 7000, 7500, 8000, 8500, 9000, 9500, 10000, 10500, 11000, 11500, 12000, 12500, 13000, 13500, 14000, 14500, 15000, 15500, 16000, 16500, 17000, 17500, 18000, 18500, 19000, 19500, 20000, 20500, 21000, 21500, 22000, 22500, 23000, 23500, 24000, 24500, 25000, 25500, 26000, 26500, 27000, 27500, 28000, 28500, 29000, 29500, 30000, 30500, 31000, 31500, 32000, 32500, 33000, 33500, 34000, 34500, 35000, 35500, 36000, 36500, 37000, 37500, 38000, 38500, 39000, 39500, 40000, 40500, 41000, 41500, 42000, 42500, 43000, 43500, 44000, 44500, 45000, 45500, 46000, 46500, 47000, 47500, 48000, 48500, 49000, 49500, 50000, 50500, 51000, 51500, 52000, 52500, 53000, 53500, 54000, 54500, 55000, 55500, 56000, 56500, 57000, 57500, 58000, 58500, 59000, 59500, 60000, 60500, 61000, 61500, 62000, 62500, 63000, 63500, 64000, 64500, 65000, 65500, 66000, 66500, 67000, 67500, 68000, 68500, 69000, 69500, 70000, 70500, 71000, 71500, 72000, 72500, 73000, 73500, 74000, 74500, 75000, 75500, 76000, 76500, 77000, 77500, 78000, 78500, 79000, 79500, 80000, 80500, 81000, 81500, 82000, 82500, 83000, 83500, 84000, 84500, 85000, 85500, 86000, 86500, 87000, 87500, 88000, 88500, 89000, 89500, 90000, 90500, 91000, 91500, 92000, 92500, 93000, 93500, 94000, 94500, 95000, 95500, 96000, 96500, 97000, 97500, 98000, 98500, 99000, 99500, 100000, 100500, 101000, 101500, 102000, 102500, 103000, 103500, 104000, 104500, 105000, 105500, 106000, 106500, 107000, 107500, 108000, 108500, 109000, 109500, 110000, 110500, 111000, 111500, 112000, 112500, 113000, 113500, 114000, 114500, 115000, 115500, 116000, 116500, 117000, 117500, 118000, 118500, 119000, 119500, 120000, 120500, 121000, 121500, 122000, 122500, 123000, 123500, 124000, 124500, 125000, 125500, 126000, 126500, 127000, 127500, 128000, 128500, 129000, 129500, 130000, 130500, 131000, 131500, 132000, 132500, 133000, 133500, 134000, 134500, 135000, 135500, 136000, 136500, 137000, 137500, 138000, 138500, 139000, 139500, 140000, 140500, 141000, 141500, 142000, 142500, 143000, 143500, 144000, 144500, 145000, 145500, 146000, 146500, 147000, 147500, 148000, 148500, 149000, 149500, 150000, 150500, 151000, 151500, 152000, 152500, 153000, 153500, 154000, 154500, 155000, 155500, 156000, 156500, 157000, 157500, 158000, 158500, 159000, 159500, 160000, 160500, 161000, 161500, 162000, 162500, 163000, 163500, 164000, 164500, 165000, 165500, 166000, 166500, 167000, 167500, 168000, 168500, 169000, 169500, 170000, 170500, 171000, 171500, 172000, 172500, 173000, 173500, 174000, 174500, 175000, 175500, 176000, 176500, 177000, 177500, 178000, 178500, 179000, 179500, 180000, 180500, 181000, 181500, 182000, 182500, 183000, 183500, 184000, 184500, 185000, 185500, 186000, 186500, 187000, 187500, 188000, 188500, 189000, 189500, 190000, 190500, 191000, 191500, 192000, 192500, 193000, 193500, 194000, 194500, 195000, 195500, 196000, 196500, 197000, 197500, 198000, 198500, 199000, 199500, 200000, 200500, 201000, 201500, 202000, 202500, 203000, 203500, 204000, 204500, 205000, 205500, 206000, 206500, 207000, 207500, 208000, 208500, 209000, 209500, 210000, 210500, 211000, 211500, 212000, 212500, 213000, 213500, 214000, 214500, 215000, 215500, 216000, 216500, 217000, 217500, 218000, 218500, 219000, 219500, 220000, 220500, 221000, 221500, 222000, 222500, 223000, 223500, 224000, 224500, 225000, 225500, 226000, 226500, 227000, 227500, 228000, 228500, 229000, 229500, 230000, 230500, 231000, 231500, 232000, 232500, 233000, 233500, 234000, 234500, 235000, 235500, 236000, 236500, 237000, 237500, 238000, 238500, 239000, 239500, 240000, 240500, 241000, 241500, 242000, 242500, 243000, 243500, 244000, 244500, 245000, 245500, 246000, 246500, 247000, 247500, 248000, 248500, 249000, 249500, 250000, 250500, 251000, 251500, 252000, 252500, 253000, 253500, 254000, 254500, 255000, 255500, 256000, 256500, 257000, 257500, 258000, 258500, 259000, 259500, 260000, 260500, 261000, 261500, 262000, 262500, 263000, 263500, 264000, 264500, 265000, 265500, 266000, 2

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1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 26

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TAILORED loose covers for all cars 1935 to 1949, popular colours, perfect fitting, complete protection for upholstery, immediate delivery.—Quinn Crossways, Hextable, Swanley, Kent. Tel. Swanley Junction 2403. (2890)

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CAR-COVERALL for fine loose covers, excellent materials, perfectly tailored; samples on request. Write or phone Car-Coverall, Dept. 17, 168 Regent St., London W.1. Resent 7124-5. (0048)

AUTO-STYLE loose covers tailored to fit all popular cars; speciality service on Austin Armstrongs, Rover, Humber, Bentley, Riley, Daimler, del. 7 days. Industrial Cover Co., 25 Queens Mews, London, W.2. Bay. 7119. (0193)

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CLARE'S MOTOR WORKS.—Hundreds in stock; try us for that repair or replacement.—96, Tulise Hill, London S.W.2. Tulise Hill 6002. (0298)

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CAR carpets made to measure in high quality felt with rubber backing colours red, green, blue and brown; patterns and prices on request; please state year, make and hp of car.

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CLAUDE RYE, Ltd. ex-Govt. bargains.

New inspection lamps, garage size, wire protector, takes household bulb; our price 7/6, post 1/-.

New ribbed running board rubber, 24in wide; 7/6 yd, post 8d.

Jerricans, snap lid, reconditioned and repainted; 9/- each, cart. 2/-.

New ex-U.S.A. car larks, ratchet type, double lift, extends to 14in; our price 12/6, post 1/3.

New balloon fabric covers, 14x8 30/-, post 1/6, 18x11 50/-, cart. 2/6.

Simoniz polish, 5/- tin; Simoniz Kleener, 5/- tin, post 6d.

New 4lb tin Bostik, stone soiled, contents sound; our price 3/6, post 1/-.

Insulation tape, 3in wide, 82ft, usually 3/6; our price 2/6, post 3d.

New nap lamp, ex-W.D. converted, 6 or 12 volt, 3in lens, mirror reflector, chrome trim, swivel base with fixing bolt, complete with flex and bulb; our price 17/6, post 1/-.

Brand new long lambskin gauntlets, real lambswool lined, bargain; 25/- pair, post 6d.

EXPORTERS factors, huge quantities of ex-Govt. surplus to be cleared at knock-out prices; write for M.S.A.S. export list.

CLAUDE RYE, Ltd., 895-921, Fulham Rd., London, S.W.6. Renown 4246. (0519)

SILVER X.L. oil, 5-gall drum £1/5, free delivery cash with order.—British Star Oil Co., 65 Highbury Park, London, N.5. 75163

## MISCELLANEOUS

A.M.I.M.I. City &amp; Guilds, A.M.I.Mech.E., etc., on do pass—no fee terms; over 95% success; for details of exams and courses in all branches of auto, aero, mechanical eng., etc., write for 176-page handbook—free.—B.I.E.T. (Dept. 723), 17, Stratford Place, London, E.1. Riverbank 8677-9. (14640)

MOBILE CANTEENS, KITCHENS, ETC.

JACQUIER, Ltd., offer:—

MOBILE workshops fitted on 4x6 Leyland Retriever chassis, complete with lathes, grinder, compressor, drill, charking board, 9kva generator, etc., etc., very little used, working order, £575—225-7, Hammersmith Rd., W.6. Riverbank 8677-9. (1774)

1939 Ford V.8 mobile fish and chip canteen; fryer, chipper, potato peeler, calor gas; £250.—209, Northolt Rd., S. Harrow. (4854)

MOBILE shops, kiosks, offices, canteens, fish and chip ice cream snack bars and kitchens, vehicles and trailers from £200; immediate delivery, hire purchase; lists and illustrations on application.—Lawton-Goodman 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (3974)

## MUDGUARDS

RUNNING boards and mudguards most makes in stock.—Brooks &amp; Co., 85, Queen's Rd., Brighton. (0432)

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NUMBER plates.—"Numo," the superior pressed aluminium plate of heavy gauge; 24-hour postal service.—Taylor's, Mark Rd., Wolverhampton, "Grimms." "Numo," Tel. 21613. (0607)

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R. &amp; J. PARK, Ltd., 143-5, Fenchurch St., E.C.3. Mansion House 5083. Packing works, Dominion Works, Chiswick, W.4. Chiswick 4734. Special air rate to the motor trade. (0630)

THE MOTOR PACKING CO., Ltd., London Colney, Hert. (Tel. 3146); specialists with 36 years' experience in packing and shipping, can reduce your land and costs by their C.R.D. methods; collection and delivery f.a.b. or c.i.f.; branches Coventry and Liverpool. (0506)

PARTS AND ACCESSORIES

SPARES and service for Standard and Triumph cars.—Standard &amp; Triumph Sales, Ltd., London Distributors, Junction Boundary Rd. and Abbey Rd., St. John's Wood, N.W.5. Maids Vale 9114-7. (0167)

EXPORTERS.

KIRTON Hinton, Devon and branches stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps; exporters and factors of new war surplus and second-hand components and accessories; write us for everything. (0420)

BROOKS, of Lingfield.

NOW dismantling.

4-litre Jaguar saloon 1937, Rover 10 1933, 1937 2-litre Standard Flying 10hp, 1938 Opel Cadet, 1923 Vauxhall 20hp, 1933 Morris 10hp, 1935-8 Rover 10hp, 1936-8 Rover 14hp, 1933 Rover 10hp, 1937 Jaguar, and many others.

We supply almost any part from our comprehensive stock, or at a few days' notice.

We have always a few really cheap cars; Edwardians a speciality.

A. BROOKS (MOTOR COMPONENTS), Ltd., Glenhien Rd., Lingfield, Surrey. Tel. Lingfield 275 and 566. (0015)

FORD spares for all models.

DAENHAM MOTORS, Ltd., 8, Balderston St., London, W.1. Regent 4070, 374, Ealing Rd., Alperton, Wembley. Petville 3358, and 2, Sangley Rd., Catford, S.E.6. Hither Green 4821. (0647)

AUTO SPARES, New Malden, Surrey.

WE are now dismantling 1935 Standard 9, 1935 Buick (36hp), 1937 Austin 12, 1934 Rover 10; Delage 21hp, 1937 Terraplane 21hp, 1975 Talbot; we have large stock of new and second-hand spares for most types of private and commercial vehicles; specialists in crown wheels and pinions; every enquiry answered.—42, South Lane, New Malden, Surrey, Tel. Malden 1695. (0113)

1939 Singer Le Mans dismantled, useful parts available.—Box 1743. (6825)

RILEY parts, used.—Chill Parlor Cafe, Hatfield, Herts. Tel. 2863. Stamp reply. (6778)

REIN.—Used spares for most makes.—High Rd., Whetstone, N.20. Tel. Hillside 2393. (0915)

VOLKSWAGEN spares and service.—Colborne Garage, Ltd., Ripley, Surrey. Tel. Ripley 2361. (0372)

DISMANTLING Humber 8.35hp, 1930, all parts.—Leach, The Croft, Gardington, Oxford. (6232)

ELEPHANT.—New and second-hand parts for most makes; also spares unobtainable elsewhere.

ELEPHANT.—Special service, Fiat, Renault, Standard, S.S., Peugeot all model, low prices.

ELEPHANT.—Crown wheels, pinions, worm wheels, separate or in pairs; fibre silent timing gears, special parts, repairs, gear cutting.—Elephant Motors, Ltd., 97, 103, Newington Causeway, S.E.1. Hop. 3262. (0773)

MURPHY OF MORTLAKE for Singer spares, new, used.—17, Sheen Lane, S.W.14. Prospect 3303.

SNOW'S for second-hand spares, all popular makes, 1930-38.—Snow's, 481, Lea Bridge Rd., E.10. Leytonstone 3496. (0333)

SPARES.—1,000 cars being dismantled, prompt mail service, quotations by return; all goods approval against cash.

HARLINGTON CORNER SPARES, 239, Staines Rd., Hounslow. Tel. Hounslow 8668. Grams: "Engines, Hounslow." (0050)

NEW and second-hand spares for most makes of cars available at R. Charles &amp; Sons, Walthamstow, Larkwood 1022-3. (0902)

DELAGE parts for most models, new and second-hand.—Elephant Motors, Newtonington Causeway, S.E.1. Hop 3262. (0609)

FOR sale, quantity of genuine Ford Model T tonner spares, cheap to clear.—Apply John Line &amp; Sons, Ltd., Gulliver 3606. (5251)

NEW halfshaft for Rover 14 car, 1938 model, offers all pace cars.—Apply Murdue, West Fleetham, Chatham, Northumberland. (6630)

## PARTS AND ACCESSORIES

PRIDE &amp; CLARKE, Ltd., hold large stocks of new and used spares, used makes; quotations.—158, Stockwell Rd., S.W.9. Bri. 6251. (0744)

RENAULTS.—New and second-hand spares all models.—Weiham's Renault Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873. (0128)

ROVER, Ford, Vauxhall, Austin, Standard and all other makes and spares at—Furlongs, 160, Powis St., Woolwich 3434. (1628)

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PRIDE &amp; CLARKE, Ltd., offer: Jeep pistons, standard and o/s size Jeep deuce gaskets, sets; quotation by return.—158, Stockwell Rd., S.W.9. (0779)

CARLTON FORGE for service, specially in roasting and retempering springs; 4 days' service.—Edgeware Rd., Cricklewood, N.W.2. Gladstone 2242. (0577)

SPECIAL bushes in phosphor bronze drawn bronze or white metal, we can supply.—Long, 1a, Cliff Av., Southend-on-Sea. Tel. Southend 3271. (1869)

SINGER.—Gordon Cars (London), Ltd., the London Singer Distributors for all spares.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2. (0654)

P100 chrome dipping reflector, off 1939 car, beautiful condition; 22s pair.—C. Walter, 90, Bressay Grove, South Woodford. Tel. Wanstead 5427. (6361)

BRIGGS AUTO REPAIRS offer crown wheels and pinions, ball joints, timing gears, axle shafts and universals.—22-24, Powell Rd., Clapton, E.5. Amherst 1773. (0684)

AUSTIN 7, Ulster, Nippy and Speedy models, brand new camshafts, £7/10; cylinder heads, £6; pistons complete, £5; double valve springs, 8/6; speedo, drive pinions, 7/6.—Derrington. (1654)

M.G. spares.—Vertical drive roller racks 8/6; pair; sleeves, 20/6; rocker shafts from 10/6; own rockers rebuilt, 10/6; new crown wheels, P. 2, £1. 10/6; T.C. 2, £3; deep note exhaust systems, J 65/-, R.L.N. 75/-, T 85/-; road springs, all models; new road wheels, £6; front aprons, £10; Brooklands steering wheels 85/-; chromom plated tubular luggage spares, £6, T.C. £12/6; aero screens, fold-flat universal fittings for all models and makes, 48/- each. Delco-Remy distributor conversion set, complete, large S.U. for F.M.G. £40.—Derrington. (1601)

FIAT 500 spares, 4-7; gaskets, 7/6; deuce sets, 12/8; valves, 5/-; guides, 4/-; ballpins and cups, 7/6; swirl flaps, 20/-; bushings, 20/-; new front ends, 70/-; speedometer cables, 20/-; spare wheel covers, 45/-; chromium luggage grids, 85/-; exchange, reconditioned dynamo, £6; new S.U. carburettor conversion, £5/10; Delco-Remy distributor conversion, £5; full range spares 500, 1100, 1500; reconditioned starters, dynamo, engine gear boxes, suspension, radiators, steering boxes, exchange only.—Derrington, 159, London Rd., Kingston-on-Thames SE21-2. (6011)

FOR spares in the North: Austin, Morris, Vauxhall, Hudson, Nash, Oldsmobile, Buick; all makes of cars stripped for spares.—Autoreux, Canal Rd., Bradford, Tel. Bradford 23632. (1686)

AUSTIN spares and unit replacements; London distributors: The Car Mart, Ltd., Welsh Rd., Edgware Rd., N.W.9. Hendon 5500. Also 16, Uxbridge Rd., Ealing, W.5. Ealing 6717. (0161)

REY indicators, the new electrical type, self-contained, system MK. VB 0-10,000rpm, greatly improved simplicity, reliability and accuracy, 11/0 per set, delivery 2/6; rev indicators, positive driven with flexible drive, 5/6, delivery 1/6.

FULL specification and general list available.

TEDDINGTON ENGINEERING CO., Ltd., 29-31, High St., Teddington, Middlesex, King. 1193. (6359)

ANGLO-AUTO ACCESSORIES, Ltd.—All types of powerful horns in stock, musical horns, 6- and 12-volt. With motor, wiring requirements, 12/- each. Great Queen St., London, W.C. Tel. Holborn 4465-6. (0266)

CLARE'S MOTOR WORKS for good second-hand spares, 1924-44, all popular makes, quotations by return; also new spares, car brakes for 27 years.—96, Tulise Hill, S.W.2. Tulise Hill 6002 and 6507. (0149)

REPLACEMENT parts for all makes, pistons, carburetors, brake linings, gaskets, ball races, king pins and bushes, crown wheels and pinions, clutch spares, etc.—Supreme, 235, Colindale Avenue, S.W.9. Brixton 2516. (0051)

CHESSINGTON SALVAGE CO., Ltd., are the best buyers of crashed and burnt-out motor cars from 1933 onwards; our stock contains most makes and models; send for lists; all enquiries answered; mem. M.V.D.A.

CHESSINGTON SALVAGE CO., Ltd., Church Lane, Chessington, Surrey. Epsom 4026-7. (0051)

SPARES, new and second-hand, including crown and pinions, axleshafts, prop shafts, road springs, ball races, gaskets, brake linings, pins and bushes, steering nuts, etc.; keenest prices; stamp for price list.—Witham's Motors, Ltd., 18, Balham Hill London, S.W.12. Battersea 3280/3769. (0542)

CONWAY of ACTON, member of M.V.D.A., have huge stocks of engines, gear boxes, axles, radiators, wheels and all parts and accessories for all cars, also complete vehicles and all at competitive prices.—Call, write or Tel. Acton 1748, Conway of Acton, 19, High St., Acton, W.3. (0694)

THE BRAMBER ENGINEERING CO., Ltd., Springbok Works, R.D., Cricklewood, Wembley, London, N.W.2. Glasgow branch 76 St. James St., Bridgeton, Glasgow. Specialist repairs, prompt servicing of wire spools and pressed steel wheels; conversions for L.P. tyre; manufacturers' wire spools wheels all types.

TWIN S.U. petrol pumps 12v, new, £24/6; also single S.U. pumps 6v or 12v, rebuilt, 65/- each, or 27/6 on exchange. Large stocks of new spares, shafts, gaskets, king pins, a.c. pumps, crown wheels and pinions, etc., early and late models, established 1921.—Clare Motors, 254, Brixton Road, London, S.W.2. Tel. Tulise Hill 3433; second-hand depot: 96, Tulise Hill, S.W.2. Tul. 6002. (0218)

BURTS MOTORS have huge stocks of new and second-hand parts for all makes for cars including Austin, Buick, Chevrolet, Chrysler, Delage, Dodge, Ford, Hillman, Hudson, Packard, Riley, Rover, Standard, Studebaker, Vauxhall and Wolseley, etc.; ball races, king pins and electrical equipment, etc.; and bushes, lamp pumps, silencers, tools, tyres; competitive price.—119, High St., Colliers Wood, S.W.19. Liberty 2661 and 4734. (0418)



## PARTS AND ACCESSORIES

**CROWN** and pistons, new stock available for some Morris, Austin, Vauxhall, Ford, Renault, Singer and other cars; enquiries invited; give full details of car.—**Triumph Aerodrome Rd., Watford-Way, Hendon, N.W.4.** Hendon 7605-6. (1948)

**PRIDE & CLARKE, Ltd.** for all accessories; power foot pumps to fit all valves, 18/6, post 1/-; grease guns, 15/-; spanner sets, from 2/9; valve lifters, from 4/-; post 1st gear; tyre gauges, 5/-; post 2nd gear. Illustrated catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. (1941)

## Parts and Accessories Wanted

**WANTED**, engine and gearbox for Overland Whippet, 15 hp.—**Potts, 45, Moorvale, Bury.** (1935)

**WANTED** Jewett 8hp engine for 1938 car.—**E. Buckwell, Chiddington, Kent, Edenbridge, Kent.** (1961)

**REQUIRED** for 1934 21hp Hillman 7-seater limousine, 6 chassis 4459; 2 differential pinion wheels (20 teeth) and 2 shaft wheels (11 teeth).—**Swan Garage, Ross-on-Wye.** (1935)

**CHRYSLER** parts wanted.—Windscreen complete with surround, radiator shell and grille complete with badges, etc., for 1937 Wimbledon model.—**Auto Bodies, West St., Catehead.** (1951)

## PETROL ECONOMISERS

**FOR** Home and Overseas Trading Co.'s petrol economiser displayed advertisement see page 76. (1937)

## PISTONS

**PISTONS**, all makes; M.O.S. stockists, rebore.—**Blackpools, 228, Stanstead Rd., S.E.23.** (1940)

**SPECIALISED** pistons in stock for most makes etc. Overseas and liners. The Vineyard Motor Co., Ltd., Richmond Hill, Surrey. (1937)

**BROOKLANDS ENG.**, Portsmouth Rd., Cobham, Surrey 3508.—Martlett pistons and E.E.965 hand-forged valves to pattern or sketch. (1930)

## RACING FUEL

**METHANOL** in 50 gallon drums: 32.6, plus 5/- returnable on drum, carriage up to 200 miles 5/- prompt service.—**Perce Rye, 495, Fulham Rd., Fulham, S.W.6.** Fulham 5643. (1919)

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**GALLAY**, Ltd., give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc. (1935)

**GALLAY, Ltd.**, specialise in new radiators, fuel tanks and oil coolers for racing sports cars. (1935)

**GALLAY, Ltd.**, specialise in chrome, nickel, copper, and cadmium plating. (1935)

**GALLAY, Ltd.**, give immediate service.—Please send enquiries to 183-109, Scrubs Lane, Willenden, London, N.W.10. Lad. 3644. (1938)

**MATCHLESS RADIATOR & BODY WORKS**, 450, Old Kent Rd., S.E.1. Bermondsey 1377.—Repairs of every description. (1945)

**E.B. prepared**, Halfords 222 branches can show you radiator heaters, windscreen defrosters, antifreeze and radiator muffs; get yours now. (1935)

**JOHN LANCASTER RADIATORS, Ltd.**, Head Office: 1, Lower John St., London, W.1 (Gerrard 2572-3); Eight branches covering South England. (1938)

**1000** radiator muffs stocked from 20/-, antifreeze, 28.6 gallon; radiator lamps, 14/6.—**Youngs, 32, Tooting Bec Rd., S.W.17.** Balham 779. (1937)

## REPAIRERS, WELDING, ETC.

**BARIMAR** for scientific welding repairs under Barimar "back guarantee". (1935)

**CRACKED** and broken cylinder blocks and heads, fractured and worn valve seats, smashed crankshafts, broken crankshafts and all other motor parts perfectly repaired by Barimar low-temperature process. (1935)

**BARIMAR WORKS**, 22-24, Peterborough Rd., Fulham, London, S.W.6. Tel. Renown 2147-8. Night calls Renown 2148. Telegrams, Barimarmar, Walsgrove, London. Branches at 22, Manchester Rd., Manchester, and Glasgow are also operating at full blast. (1947)

**NEW MALDEN MOTORS, Ltd.** (1935)

**QUICK** and efficient repairs, reboring, silencers & springs, exhaust drums skinned, crash speedsters, belt beating, re-chroming, re-chroming. —**Combe Rd., New Malden, Surrey.** Mal. 3232/3. (1949)

**EXHAUST**, solid-drawn mild steel tubing, for construction and repair, all sizes and gauges in stock. —**S. HARBOUR, Syon Hill Garage, Gt. West Rd., Isleworth, Middx.** Tel. Hounslow 6613. (1949)

**HOTCHKISS GARAGE**, 450, Old Kent Rd., S.E.1. Victoria 1883.—Complete overhauls and repairs. See Radiators (Matchless). (1939)

**SAME** day service guaranteed, minor bodywork and welding while you wait.—230, High Rd., Wood Green, Box 1353. (1948)

**WEST CROYDON**—Your engine repair specialists are Benham Lane Garage for specialised services.—32-34 Benham Lane, Tel. Tho. 4126. (1931)

**SHIRLEY, Croydon**—Complete overhauls and repairs, also cellulose spraying by qualified workmen.—**Hann Garage, 274, Wickham Rd., Shirley, New Add.** (1926)

**BRAKE** drums skinned and returned in 48 hours: also general turning work for the trade.—**Charles Follett, Ltd., 12, Wellesley Ave., W.6.** Riv. 1413. (1937)

**CRACKED** cylinder blocks repaired by low temperature process, no pre-heating or dismantling; also several cylinder blocks for sale.—**S. Gt. Suffolk St., Hendon, N.W.4.** Hendon 1286. (1912)

**UXBRIDGE**—Gregory's of Uxbridge, Ltd., are pleased to inform all their friends that they can undertake any repairs to any car, large stock of Vauxhall spares always carried.—**Uxbridge 737, Maidenhead 787.** High Wycombe 429. (19702)

**LAYSTALL ENGINEERING CO., Ltd.**, specialists in welding and all engine repairs; Cromford liners fitted; collection and delivery.—**53, Gt. Suffolk St., S.E.1 (Waterloo 5141); and 63-65, St. Anne St., Liverpool (Liverpool 10178).** (19426)

**GALLAY, Ltd.**, can give immediate service in the repair and rebuilding of motor radiators, petrol tanks, wings, etc. chrome plating also carried out. Please send enquiries to Messrs. Gallay, Ltd., 103-105, Scrubs Lane, Willenden, N.W.10. Ledbrooke 5644. (1935)

**NATIONAL ASSOCIATION OF CRANKSHAFT & CYLINDER GRINDERS**, produce and supply an instructive booklet called Modern Engine Repair; before having any engine repairs done it will pay you to send for this free booklet, post free, from Secretary 110, Ashley Bristol. (19508)

## REPAIRERS, WELDING, ETC.

**BRAMBERG WORKS**, Waterloo Rd., Cricklewood, N.W.2; 76, St. James St., Bridgeton, Glasgow, S.E.; Durban Works, Willand, Devon, repairs specialists of all types of laminated springs for commercial vehicles and private cars; priority service for essential vehicles. (1934)

**"I'M satisfied. I went to Isles, Ltd., for my vehicle repair, and got prompt delivery and a first-class job."** You, too, can have the same satisfaction.—Call person, write or phone. Isles, Ltd., Stanningley, Tel. Pudsey 3001-5. The people with the real experience in motor engineering, craftsmen since 1869. (1940)

**U.S. CONCESSIONAIRES, Ltd.**, offer a complete, prompt and satisfactory service for repairs and overhauls of every description at competitive prices to all makes of cars and commercial vehicles.—**U.S. Concessionaires, Ltd., Pontiac Works, Fernbank Rd., Asot (Wingfield Row 3152-4); and 5, Jubilee Place, Chelsea (Flaxman 7752-3).** (19613)

**AXLESHAFTS RECOVERY CO.** (Myers Process).—Are you losing the use of your car because of a broken axleshaft or worn axle casing? The former can be repaired and the latter restored to original limits and brinell hardness, send your damaged one to us, and we will forward you a replacement.—**Montrose Motors, Ltd., Wembley 2636-4443.** (19766)

**QUICK service**—Brake drums skinned and returned same day if desired, reboring and complete engine and chassis overhauls, electric repairs of every description, including radio by fully qualified mechanics; car and commercial size tyres always in stock; trade enquiries invited.—**Marybone Garage, Ltd., Automobile and General Engineers, Dorset Close, Gloucester Place, N.W.1. (Pad. 0091).** (19993)

**CHROMIUM**, nickel, silver and copper plating, re-chroming of all parts and accessories, bumpers, radiators, lamps, mascots and all fittings 7-10 days' service; headlamp reflectors, silver plated as new; 1/4 per inch of d., approx. 3-5 days c.o.d. service; chromium or sterling silver plating of domestic ornamental silverware, jewellery, cutlery, cups, medals, etc.—7 days' service; highest standard of quality guaranteed.—**Farm Repairs, Ltd., Fishergate, Nottingham.** Tel. 45818. (19581)

## SAFETY GLASS

**KINGSTON-ON-THAMES**, Splinter safety glass supplied, cut and fitted to any pattern.—**G. W. Wilkin, Ltd., 1, Weston Park; and 84, Eden St., Kingston 2241-2.** (1935)

**TRIPLE** supplied and fitted while you wait.—**490, Neasden Lane, N.W.10.** Gladstone 7811-5. Colmore Rd. S.E.15. New Cross 3656. Rear of 7, Garay Pond, Enfield 3170. Guildford Place, High St., Taunton 2995.—**D. W. Price and Son, Ltd.** (19019)

## SHOCK ABSORBERS

**ARMSTRONG**, the leading hydraulic shock absorber, as fitted to the majority of 1946-50 cars; all types suitable ex-stock from 1936 onwards; main distributors.—**PARR EQUIPMENT, Ltd., 20, Avonmore Rd., London, W.14 (opposite Olympia).** Fulham 4211 (3 lines). (19496)

**SHOCK absorbers**. If you are still dissatisfied with your shock absorbers, replace them with Newton hydraulic suspension control and get the best ride. (1935)

**UNITS** and brackets from stock for most popular cars from any Newton distributor or direct.—**NEWTON & BENNETT, Ltd., Valetta Rd., Acton, W.3.** Tel. She. 3443. (19104)

**REPLACE** with Rotoflo. (1935)

**ORDERS** despatched same day post or rail. (1935)

**TRADE** enquiries welcomed. (1935)

**OVER** the counter service. (1935)

**FIT** and forest. (1935)

**LET** us have your linkage for conversion and (1935)

**OBTAIN** the "new ride" from the main distributors for London (South of the Thames), Kent and Surrey, Robin Hood Garage, 1, Amley Rd., Croydon, Surrey, S.E.20. Tel. Sydham 7066-7. (19603)

**BOON & PORTER, Ltd.** (1935)

**COMPLETE** Girling (Luxva) dampers and brakes in stock.—**159-167, Castellan Barnes, S.W.13.** Riverside 4444. (19140)

**ARMSTRONG** shock absorbers (1935)

**THE** shock absorber fitted to 75% of British manufactured cars; new re-assembly and conversion sets despatched from stock on receipt of order Northern distributors.—**RACECOURSE MOTORS, Ltd. Brook's Bar, Manchester 16.** Tel. Moss Side 22-5/6. (15549)

**JOHN A. SPARKS & Co.** for (1935)

**LUXVA & GIRLING**—As the largest stockholders we can now execute 95% of all orders received; send for Order Guide. (1935)

**JOHN A. SPARKS & Co., Girling Main Distributors, J. Streatham Hill, S.W.2.** Tel. 3434 (4 lines). (19356)

**SHOCK ABSORBER** Service in Scotland. (1935)

**CONTACT** the specialists for swift service, large stocks, prompt despatch, manufacturers' new units supplied at an exchange price, all enquiries welcomed, trade specially catered for.—**James H. Galt, Ltd., 71-73, Dobbies Loan, Glasgow, C.4.** Tel. Douglas 0638. James M. Inglis Automobiles, Ltd., Factors Park, Gorgie Road, Edinburgh, 11. Tel. 64591. (19530)

**ARTHUR MILLINER, Ltd.** Bridge St., Northampton, Tel. 977. Main distributors for Rotoflo shock absorbers; details sent on request. (19704)

**ROTOFLO** dampers, distributors for North, North-West London and Hertfordshire, large stocks for immediate conversions, trade enquiries invited.—**ROADFIELD'S GARAGE ENGINEERING CO., Ltd., Standard House, Cockfosters, Tel. Barnet 7301-2-3.** (19319)

**ARMSTRONG** double piston shock absorbers, 20/- each; anti-bump springs for Austin Seven 1936-37.—**Young's, 32, Tooting Bec Rd., S.W.17.** Balham 7791. (19427)

**ALL** types, Eastern counties largest stockists: Armstrong, Girling, Luxva, Newton etc., makers' units, specialist Aircraft & Cars Ltd Ipswich, Suffolk 7285/6. (14452)

## SHOCK ABSORBERS

**ROTOFLO** shock absorber service available immediately from the distributors.—**Castle & Guit Development, Ltd., Church Gate Leicester Tel. 6281-3-4-5.** (10103)

**GIRLING-BENDIX** main agents, genuine replacement shoes, spares and shock absorbers, daily delivery in West London area.—**Iron Bridge Service Dept., Ltd., Southall.** Tel. Southall 2606-2608. (19424)

**ARMSTRONG'S**—Now specified for the majority of post-war cars, 1946-50, all types save cable cars.—**Midland Distributors, Marler & Partridge, Ltd., 278, Foxhollies Rd., Acocks Green, Birmingham, 27.** Aco. 0501. (15637)

**NEWTON** shock absorbers—modern engineering method of suspension control, conversion kits available for various cars, including M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Rover, etc.—**University Motors, Ltd., Newton Distributors, 1, Hertford Street, London, W.1.** Grosvenor 4141. (19250)

**THE** London distributors for West and East areas for the wonderful Rotoflo new principle shock absorbers are Messrs. Shock Absorber Service, 125 Lower Clapton Rd., E.5, who are equipped to give "over the counter" service for dampers to fit most cars; please send your old units complete with linkage, which will be reassembled and returned to you on the same day, trade discount given.—**West End Dept. 364, Uxbridge Rd., Shepherd's Bush, W.12.** Tel. Shepherd's Bush 4251. (19158)

## SILENCERS

**VORTEX** silencers, scientifically built, extra increased power with silence.—**Sole manufacturers, Laycock Engineering Co., Millhouses, Sheffield.** (19163)

**SERVAIS** straight-through silencers, quicker and quieter, fitted by leading manufacturers, your dealer can supply, trade enquiries invited.—**Servais Silencers, Ltd., Ashford Rd., London, N.W.2.** Gladstone 6789. (1935)

**BOOST** your car with a Burgess full-power straight through silencer. Please order through your usual service garage, stating make, model and year of car. The trade is invited to write for full particulars, including list of regularly stocked sizes.—**Burgess Products Co., Ltd., Hincinley, Tel. Hincinley 700.** (19481)

## SITUATIONS VACANT

Vacancies advertised are restricted to persons or employments excepted from the provisions of the Control of Engagements Order, 1947. (1935)

**SKILLED** motor fitter.—Apply by letter, stating experience. **Tanner Bros., 871-5, Fulham Rd., S.W.6.** (19208)

**MOTOR** mechanic, experienced all branches, progressive firm, ample scope; **Edenbridge**—Box 1766. (16998)

**AUSTIN** agents in North Somerset seaside town, require keen, energetic service foreman.—Write fully in confidence to Box 1656. (16242)

**WANTED**, motor fitter (skilled), must be experienced in all types cars and vehicles; good wages.—Apply **Vandervell, 215, Haverstock Hill, N.W.3.** Primrose 4441. (19537)

**MOTOR** car salesman required by well-known firm in S.E. London; must have knowledge of S/H car values; apply stating experience and salary required.—**Box 1783.** (16982)

**EXPERIENCED** buyer second-hand cars required by main dealer for Home Counties; applicants must be fully conversant all makes and have trade connection.—**Box 1595.** (16982)

**REPRESENTATIVE**, motor trade experience, required Greater London area; distributors high-class accessory; own car essential; salary, commission and expenses.—**Apply Box 1658.** (16247)

**EXPERIENCED** used car buyer and salesman required for Hampden Vauxhall dealer; keen and energetic; with sound knowledge of values; permanency and good prospects.—**Box 1595.** (15775)

**RADIO** mechanic, also body moulder, required by **Ernest Watkins, Ltd.,** good wages, permanent situation; canteen facilities available; call or write to—**Chelms Manor St., S.W.3.** (15471)

**GENERAL** manager for Ford main dealers; must be thoroughly conversant with Ford routine, including tractors; permanent position with excellent prospects; North-West London.—**Box 1762.** (16998)

**MOTOR** mechanic, good general garage experience car repairs; highest rate paid, plus bonus; progressive opportunity; first-class fitter only.—**Home & Overseas Motors, 160, Finchley Rd., N.W.3.** Hampstead 0067. (15708)

**SALES** manager required for South London dealers; must have experience in buying and good knowledge of S/H car values; write stating age and salary required.—**Box 1784.** (16983)

**GENERAL** manager required by well-known firm of motor engineers in Suffolk, having a considerable repairs parts and garage business and holding very important distributorships for cars, commercials and tractors; the position calls for a well-educated man, about 40, possessing thorough knowledge of all departments of the retail motor trade with good administrative experience and proved business ability; applications in confidence should give details, including age and salary expected.—**Box 1685.** (16275)

## SITUATIONS WANTED

**ADVERTISER** desires position as garage manager, a high technical ability, lifetime experience, age 48, any district, personal interview preferred.—**Box 1771.** (16993)

**ADVERTISER**, 24 years comprehensive administrative experience, keen energetic salesman, practical knowledge service cars, light commercials, accountancy, costing, stores control, age 46, responsible position.—**Box 1748.** (16830)

**MOTOR** salesman—Buyer-Manager, real knowledge pre-war and post-war values, 45, public school, present sales manager, remuneration £1,250, seeks change where personal initiative and real knowledge all branches of trade can be used mutually.—**Box 1744.** (16826)

## SPEEDOMETERS

**PRIDE & CLARKE, Ltd.**—All spares in stock; speedometer heads repaired and set to zero from 15/-; quick service and quotations.—**158 Stockwell Rd., S.W.9.** Bri. 6251. (19416)

**NORTH** of England speedometer repair service; repairs fully guaranteed all makes and types, our service and prices will please you; calibration specialists.—**Instrument Reconditioning & Sales Ltd., Euston Chambers, Morecambe Lancashire.** Tel. Morecambe 0687. (1953)



## SPEEDOMETERS

## RICHFIELD.

**SPEEDOMETER** repairs—Rev counters, electric and lever clocks by England's most prompt, efficient and economical service; immediate replacements for most types, others within 48 hours, any make handled by our fully qualified staff, all repairs guaranteed.—See below.

**SPEEDOMETER** cables, 20,000 in stock, any make or type, state year make and h.p.: all cables guaranteed.

**RICHFIELD & SON, Ltd.**, 34, Broadstone Place, London, W.1. Tel. WEI. 0402 (5 lines). Established 11 years.

**SPEEDOMETER SUPPLY CO., Ltd.**, 34, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 2700. (0165)

**AUTO METER CO., Ltd.**, speedometer specialists.—We undertake the repairs to all makes of British, American and Continental speedometers and revolution indicators, large stocks of replacement speedometers and cables, all repairs guaranteed for 6 months; anything you require connected with speedometers then write to us, established 30 years.

**AUTO TEMPO METER CO., Ltd.**, 140a-140-2, King's Cross Rd., London, W.C.1. Tel. Terminus 4061.

## STORAGE

**STORING** your car? Let the experts look after it for you, used and recommended by manufacturers, A.A. and R.R.C. **Metropolis Garages, Ltd.**, Olympia, W.14. SHe. 5385-6-7. (0626)

## SUPERCHARGERS

**THE** Arnott supercharger can now be supplied at short notice for most makes of cars.—Carburetors, Ltd., Grange Rd., Willesden, N.W.10. Will. 5501. (0177)

**MARSHALL** supercharger set complete, large S.U. carburetor for P.M.G. £40; Arnott set complete, with carburetor, Fiat 500, £40; similar for Fiat 1100, £45; new Zoller for E.R.A. or K.3 Magneto, £60. See below.

**DERRINGTON'S**, 159, London Rd., Kingston SE21-2. (0690)

**100%** performance is guaranteed with a Marshall-Nordec supercharger installation; outstanding acceleration, hill climbing, and economy; outstanding reliability from stock for Allard, Ford, M.G., Morris, Triumph, Vanguard, etc., for home and export orders.

**NORTH DOWNS ENGINEERING CO.**, Westway Caterham, Surrey. Caterham 2365. (0755)

## TUITION

**LEARN** to drive.—P.M.S. (Schools of Motoring), Ltd., reduced winter terms. Write or phone for brochure—32a, Belmont Hill, Lewisham S.E.13 (Lee 5742); and 32a, Kearsfield Rd., Wandsworth, S.W.18 (Bat. 7282). (0899)

**AIRCRAFT** or Automobile Engineering.—Complete practical and technical training for entry to either industry.—Syllabus from Registrar, College of Automobile & Aeronautical Engineering, Sydney St., Chelsea S.W.3. Flaxman 0021. (0536)

## TYRES AND TUBES

**MOTORSTOCKS, Ltd.**,  
**LARGEST** stockists of all garage equipment and tyres.

**TYRES**—Car, motor cycle, giant and agricultural; coachbuilders' requisites; cellulose and all accessories.

**TRADE** supplied; credit facilities; prompt delivery; the largest and most varied stock in London Rd., Brooklands, Finchley, N.2. 397/399/401, High Rd., Finchley, N.2. Tel. Finchley 3916, 7450. (0594)

**JAMES BOOTHBY MOTORS, Ltd.**,  
**WE** offer the finest selection of b.e. tyres and tubes in the country, new and second-hand, almost any size, also straight sided and obsolete types.

**JAMES BOOTHBY MOTORS, Ltd.**, Farm Works, Lowfield Heath, Crawley, Sussex. Tel. Crawley 600. (2965)

**HACKNEY ROAD TYRE SERVICE**  
**HAVE** the following sizes second-hand reconditioned tyres from stock:—

**475** x 16, 27/6; 500 x 16, 27/6; 525 x 16, 27/6; 550 x 16, 27/6; 575 x 16, 27/6; 600 x 16, 27/6; 625 x 16, 27/6; 650 x 16, 27/6; 675 x 16, 27/6; 700 x 16, 27/6; 725 x 16, 27/6; 750 x 16, 27/6; 775 x 16, 27/6; 800 x 16, 27/6; 825 x 16, 27/6; 850 x 16, 27/6; 875 x 16, 27/6; 900 x 16, 27/6; 925 x 16, 27/6; 950 x 16, 27/6; 975 x 16, 27/6; 1000 x 16, 27/6; 1025 x 16, 27/6; 1050 x 16, 27/6; 1075 x 16, 27/6; 1100 x 16, 27/6; 1125 x 16, 27/6; 1150 x 16, 27/6; 1175 x 16, 27/6; 1200 x 16, 27/6; 1225 x 16, 27/6; 1250 x 16, 27/6; 1275 x 16, 27/6; 1300 x 16, 27/6; 1325 x 16, 27/6; 1350 x 16, 27/6; 1375 x 16, 27/6; 1400 x 16, 27/6; 1425 x 16, 27/6; 1450 x 16, 27/6; 1475 x 16, 27/6; 1500 x 16, 27/6; 1525 x 16, 27/6; 1550 x 16, 27/6; 1575 x 16, 27/6; 1600 x 16, 27/6; 1625 x 16, 27/6; 1650 x 16, 27/6; 1675 x 16, 27/6; 1700 x 16, 27/6; 1725 x 16, 27/6; 1750 x 16, 27/6; 1775 x 16, 27/6; 1800 x 16, 27/6; 1825 x 16, 27/6; 1850 x 16, 27/6; 1875 x 16, 27/6; 1900 x 16, 27/6; 1925 x 16, 27/6; 1950 x 16, 27/6; 1975 x 16, 27/6; 2000 x 16, 27/6; 2025 x 16, 27/6; 2050 x 16, 27/6; 2075 x 16, 27/6; 2100 x 16, 27/6; 2125 x 16, 27/6; 2150 x 16, 27/6; 2175 x 16, 27/6; 2200 x 16, 27/6; 2225 x 16, 27/6; 2250 x 16, 27/6; 2275 x 16, 27/6; 2300 x 16, 27/6; 2325 x 16, 27/6; 2350 x 16, 27/6; 2375 x 16, 27/6; 2400 x 16, 27/6; 2425 x 16, 27/6; 2450 x 16, 27/6; 2475 x 16, 27/6; 2500 x 16, 27/6; 2525 x 16, 27/6; 2550 x 16, 27/6; 2575 x 16, 27/6; 2600 x 16, 27/6; 2625 x 16, 27/6; 2650 x 16, 27/6; 2675 x 16, 27/6; 2700 x 16, 27/6; 2725 x 16, 27/6; 2750 x 16, 27/6; 2775 x 16, 27/6; 2800 x 16, 27/6; 2825 x 16, 27/6; 2850 x 16, 27/6; 2875 x 16, 27/6; 2900 x 16, 27/6; 2925 x 16, 27/6; 2950 x 16, 27/6; 2975 x 16, 27/6; 3000 x 16, 27/6; 3025 x 16, 27/6; 3050 x 16, 27/6; 3075 x 16, 27/6; 3100 x 16, 27/6; 3125 x 16, 27/6; 3150 x 16, 27/6; 3175 x 16, 27/6; 3200 x 16, 27/6; 3225 x 16, 27/6; 3250 x 16, 27/6; 3275 x 16, 27/6; 3300 x 16, 27/6; 3325 x 16, 27/6; 3350 x 16, 27/6; 3375 x 16, 27/6; 3400 x 16, 27/6; 3425 x 16, 27/6; 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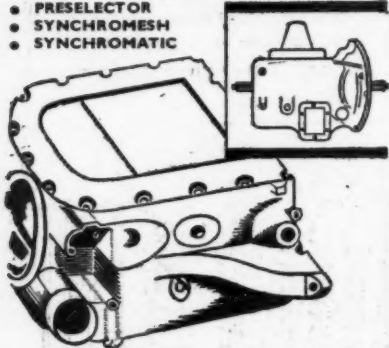
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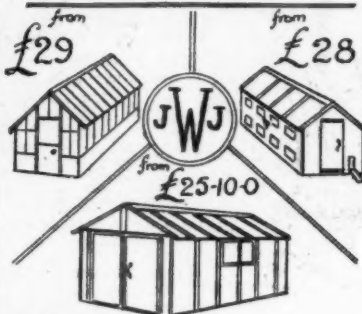
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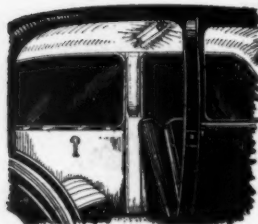
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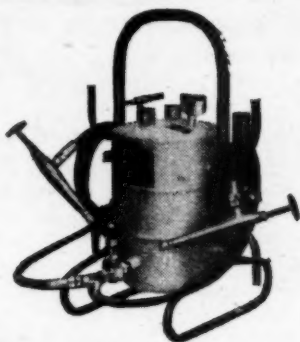


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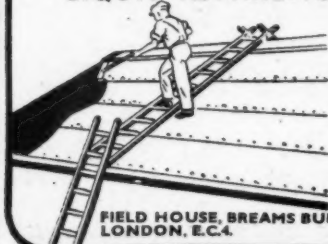
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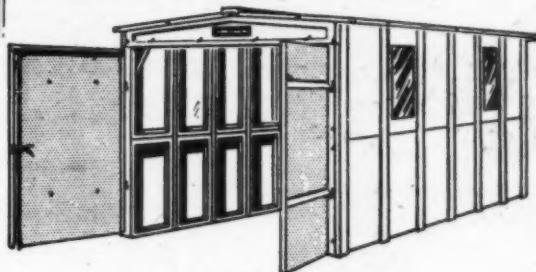
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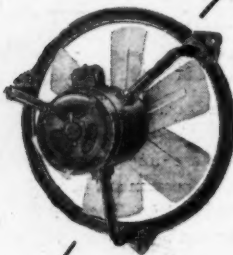


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## INDEX TO ADVERTISEMENTS

	PAGE		PAGE		PAGE
Alfreds & Co., Ltd. Guy	42	General Electric Co., Ltd.	88	Oldham & Sons, Ltd.	9
Alpha Woodcraft, Ltd.	73	Girling, Ltd.	Cover 2	Olding & Co., Ltd., Jack	34
Amal, Ltd.	88	Glanfield Lawrence, Ltd.	43		
Anglo-American Oil Co., Ltd.	80	Gondar Motors	74	Pal Personna Products, Ltd.	8
Automobile & Aircraft Services, Ltd.	43	Goodyear Tyre & Rubber Co. (Gt. Brit.)	32	Parson's Chain Co., Ltd.	Cover 3
		Great Eastern Oil Co., Ltd., The	40	Pascall, Ltd., M. R.	11
Baldwin, Ltd., H. A.	73	Gregory's of Uxbridge, Ltd.	73	Pedley & Co., Ltd., W. R. B.	7
Batley, Ltd., Ernest	75	Gregory's Sectional Buildings, Ltd.	73	Premier Motor Policies, Ltd.	73
Beard, Ltd., R. F.	75	Griffiths & Son, John	73	Price & Son, Ltd., D. W.	73
Bell's Service Garages	42	Grose, Ltd., James	2	Pride & Clarke, Ltd.	12, 43
Bennett, E.	74			Pyrene Co., The (Metal Finishing Div.)	4
Berry Wiggins & Co., Ltd.	76	Headen, A. E.	73	Radiomobile, Ltd.	39
Birkett & Sons, Ltd., T. M.	76	Healey Motor Co., Ltd., Donald	35	Ranger (Ferring), Ltd., E. F.	73
Blanchflower's (Kettering), Ltd.	8	Henlys, Ltd.	44	Rickards, Ltd., Charles	43
Brenner, Ltd., L. F.	74	Hillman Motor Co., Ltd.	Front Cover	Robinson & Co. (Gillingham), Ltd., L.	12
British Bundy Tubing Co., Ltd.	11	Holt (Est. 1919), Ltd., Douglas	5	Rowland Smith (Motors), Ltd.	43
Brown's Garage	42	Home & Overseas Trading Co. (U.K.), Ltd.	76	Rubery Owen & Co., Ltd.	13
				Runbaken Electrical Products	73
Camden Motors, Ltd.	41	Jaguar Cars, Ltd.	31	Rye, Ltd., Claude	40
Car Mart, Ltd.	33				
Carmo (1929), Ltd.	74	Kay Bros., Ltd.	40	Scott, Ltd., Walter	42
Castle's Motor Co. (Leicester), Ltd.	10	Kent (Coachbuilders), Ltd., Ronald	73	Silentsloc, Ltd.	73
Chloride Electrical Storage Co., Ltd.	2	Key Leather Co., Ltd.	4	Smiths Motor Accessories, Ltd.	28
Clayton's Cars (London), Ltd.	73	Kigass, Ltd.	7	South-Eastern Battery & Elec. Co.	73
Cliftons Service Station, Ltd.	13			Standard Motor Co., Ltd.	27
Collier & Collier, Ltd.	74	Lamb's, Ltd.	42	Stothert, Ltd., James	73
Connell Bros.	43	Lang Overseas, Ltd.	75		
Cooden Eng. Co.	37	Laystall Engineering Co., Ltd.	15	Tankard & Smith, Ltd.	43
Cornercroft, Ltd.	87	Lodge Plugs, Ltd.	Cover 4	Tecalemit, Ltd.	1
Coryton, Ltd., J.	87			Thorn & Sons, Ltd., J.	14
Crompton Parkinson, Ltd.	12	Mayfair Garages, Ltd.	43	Tickford, Ltd.	8
		M.G. Car Co., Ltd.	26	Timberlake, Ltd., H. H.	42
Daimler Co., Ltd.	29	Midland Fan Co., Ltd.	76	Toulmin Motors	25
Davy, J.	40	Millers Car Equipment	73	Tudor Accessories, Ltd.	10, 73
Delaney Galley, Ltd.	15	Morgan Motor Co., Ltd.	6		
Derrington, Ltd., V. W.	24	Mulvary, Ltd.	74	University Motors, Ltd.	16
Dominion Motor Spirit Co., Ltd.	38			Vandervell Products, Ltd.	36
Ferguson & Timpson, Ltd.	74	Newnams, Ltd.	42	Walker, J. J.	74
		Nuagene Products, Ltd.	6	Westinghouse Brake & Signal Co., Ltd.	14
Galway Ltd., Roy	42	Nuway Mfg. Co., Ltd.	14	Wico-Pacy Sales Corp., Ltd.	8
General Accident Fire & Life Assurance Corp., Ltd.	10			Wilkin, Ltd., G. W.	Edit. 57

## M.G. T.D MIDGET SECTION

	PAGE		PAGE		PAGE
Ace, Ltd., George	24	Hewen's Garages, Ltd.	22	Paragon (Hull), Motor Co., Ltd.	21
Beadle Ltd., John C.	19	H.T.P. Motors	24	Parkside Garage, Ltd.	19
Beatt's of Kingston	21			Pepper (Hanley), Ltd., John	20
Bedford Garage, The	20	Jarvis & Sons, Ltd.	22	Premier Garage	17
Blake & Co., Ltd., J.	19	Jones Bros (Pwllheli), Ltd.	23		
Bryant & Sons, Ltd., John	17			Reed's Garage, Ltd.	22
		Kennings, Ltd.	20	Regent Motors	19
City Motor Co. (Cardiff), Ltd.	18	Kitchen, Ltd., D.	19		
Cockshott & Co., Ltd., Joseph	22	Knott Bros., Ltd.	17	Simpsons, Ltd.	17
County Garages	23			Sticklands Garages	20
Crips Bros (Automobile Engineers), Ltd.	24	Lowndes Garages, Ltd.	18		
Dickinson & Adams (Luton), Ltd.	21	Loxhams Morriservices, Ltd.	23	Tankard & Smith, Ltd.	19
Doves (Darlington), Ltd.	19			Triangle Garage (Bristol), Ltd.	18
Fryer, Ltd., James	20	Mackay & Sons, Ltd., G.	20		
Graham & Roberts, Ltd.	18	Micklegate Motor Co., Ltd.	24	Wadham Bros., Ltd.	24
Hallens	18	Mill Garage	24	Wales & Edwards, Ltd.	23
		Moss's Agencies, Ltd.	21	Ward & Co. (Putney), Ltd.	23
		Mumford, Ltd., W.	23	Waterhouse & Sons, Ltd., B.	17
		Newman & Co. (Brighton), Ltd., George	18	Watson & Co. (Liverpool), Ltd., W.	21
				Wellstead's County Garages, Ltd.	18
				Wray Park Garages	23

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